

LAND NORTH OF GOLDRING CLOSE & SOUTH OF BEECH GROVE

MENGHAM, HAYLING ISLAND

PROPOSED RESIDENTIAL DEVELOPMENT



PREPARED BY PRO VISION PLANNING & DESIGN FOR AND ON BEHALF OF:
TOLCARNE DRIVE DEVELOPMENTS LTD

SEPTEMBER 2012

CONTENTS

01	INTRODUCTION.....	1
02	CONTEXT & VISION.....	2
03	SITE ASSESSMENT.....	4
04	LOCAL CONSULTATION & ENGAGEMENT....	8
05	LOCAL CHARACTER AREA ANALYSIS.....	9
06	THE DESIGN CONCEPT & DEIGN LAYOUT....	10
07	SUMMARY OF BENEFITS.....	19

APPENDICES

A	TOWNSCAPE, LANDSCAPE & SEASCAPE CHARACTER ASSESSMENT OF HAVANT BOROUGH - HISTORIC LANDUSE CHARACTER MAPS - PHASE 1-4.....
B	TOWNSCAPE, LANDSCAPE & SEASCAPE CHARACTER ASSESSMENT OF HAVANT BOROUGH - EXTRACT FOR SOUTH HAYLING LCA36i.....
C	HAVANT BOROUGH COUNCIL CHARACTER AREA STUDY - AREA 5, SECTIONS 2A & 2B...
D	EXTRACTS FROM 'DESIGN GUIDELINES FOR NEW DWELLINGS & EXTENSIONS, CHICHESTER HARBOUR AREA OF OUTSTANDING NATURAL BEAUTY'.....
E	PHOTOGRAPHS.....

1.0 INTRODUCTION

1.1

This Design and Access Statement is a non technical document which has been prepared to support the outline planning application for new housing, open space, access roads and associated landscaping on land to the north of Goldring Close and to the South of Beech Grove in Hayling Island. The Statement explains relevant context and site assessment factors which have led to the proposed design concept for the new development. The Statement also refers to the analysis of local area character which has been taken into account in the evolving proposals.

1.2

This is supported by a wide range of technical studies which include Landscape and Visual Impact Assessment, Ecology Statements, Transport Statement and Flood Risk Assessment / Outline Drainage Strategy. The proposals build on existing research studies carried out by others. These include detailed studies of local town scape and landscape character. Extracts from relevant reports are appended.

1.3

The Statement explains the overall design approach and how the approach has responded to site analysis and local area character analysis. It follows best practice guidance set out within the recently published National Planning Policy Framework, guidance on masterplans prepared by the Commission for Architecture and the Built Environment and the Department for Transport's Manual for Streets.

1.4

The document is divided into sections as follows:

Section 2: Context and Vision – provides the context and a vision for the site;

Section 3 - Site Assessment - explains the current land use planning position, physical analysis of the site, local context and connections;

Section 4 - Local Consultation and Engagement – provides a summary of the overall consultation approach. This is more fully documented within the separately submitted Statement of Community Involvement (Vuepoint Consulting);

Section 5 - Local Area Character Analysis – provides a summary of the general form and appearance of the local built up area and its key features;

Section 6 - Design Concept and Site Layout – explains how the design has evolved, how it takes account of the site assessment and local area character analysis and the key principles for the development and its green infrastructure;

Section 7 - Summary and Benefits – summarises the overall approach and benefits of the proposed development.



Fig 1.1 - Bird's Eye Aerial

© 2012 Terraltaly Image Courtesy of Simmons © 2012 Microsoft Corporation

2.0 CONTEXT AND VISION

2.1

The site is located close to the centre of Mengham which is the largest settlement on Hayling Island. Mengham has two shopping areas, two primary schools, a secondary school, library, health centre and a wide range of other facilities.

2.2

The extent, location and form of the site are shown in the plans included within this Statement. The site extends to approximately 4.3 hectares and consists of two fields each between 2.1 – 2.3 hectares (or approximately 5 acres) in size. The fields have been used for horse grazing and no other purpose for the last 20 years.

2.3

The site is enclosed by existing built form on three sides. The built form includes a mix of private and sheltered residential development and school premises. The open area to the east is part of the Chichester Harbour Area of Outstanding Natural Beauty. This area has been designated for its natural scenic qualities and includes much of the coastal environment on the east side of the Island where there are a number of important habitats for sea birds which include European Protected Species. The site is separated from the Area of Outstanding Natural Beauty by existing hedgerow with trees which runs along the entire eastern perimeter.

2.4

The planting along the eastern perimeter connects with other planting belts both within and outside the site. These are effective wildlife corridors which in part follow the drainage channels between the more dense built up area to the west and the open countryside to the east. A planting belt runs between the north and south fields along the line of an existing ditch. The existing planting belts also run along the perimeters of the school playing field which abuts the site.

2.5

The site is generally flat in appearance although it slopes very gently to the east and south east where water runs off into estuaries which form part of Chichester Harbour.

2.6

The northern field has a field gate access with vehicular connection to Beech Grove which in turn links with Hawthorn Grove and other areas of medium density housing to the north. There are no vehicular connections or field gate access points to the southern most field. However, the fields are connected to the wider area and to each other by a network of footpaths which include designated routes along the boundary between the two fields, along the boundary to the school playing fields and on the outside or eastern side of the planting belt along the countryside edge of the site.

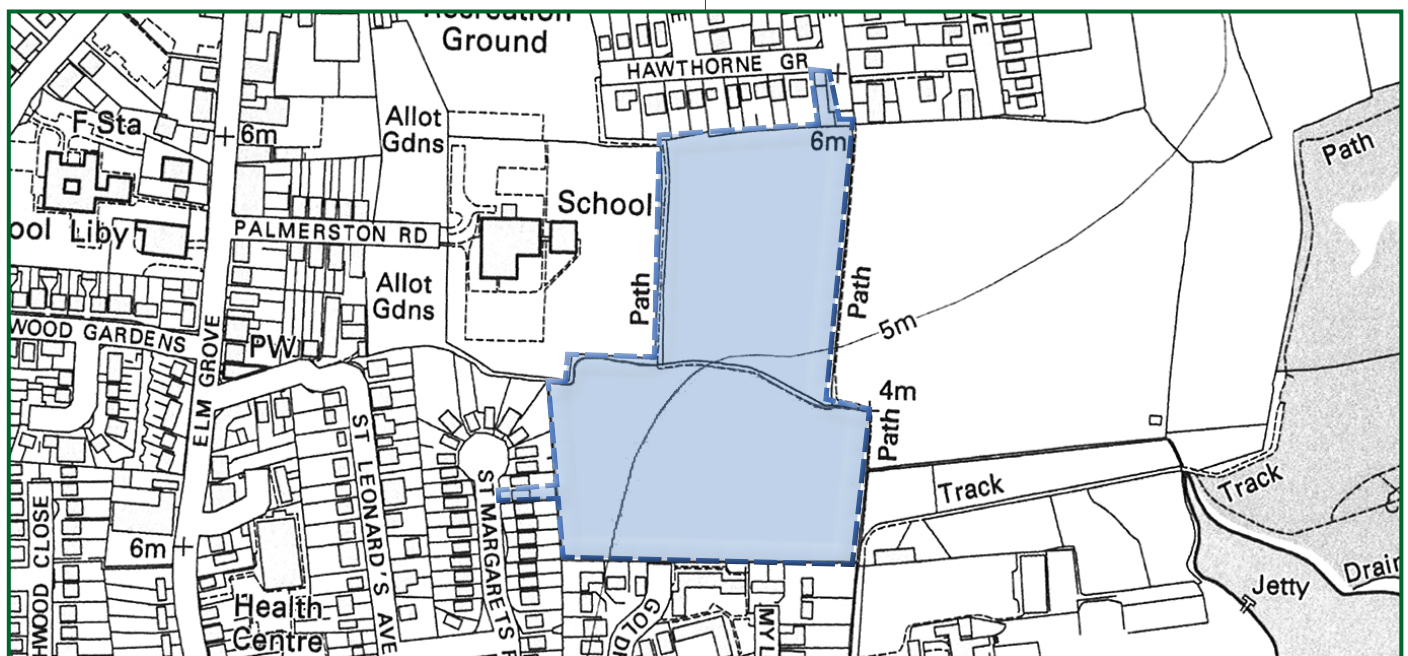


Fig 2.1 - Site Location

2.7

The growth and morphology of Mengham has been studied in detail and is well documented within the Townscape, Landscape and Seascape Character Assessment of Havant Borough (prepared for Havant BC, Hants CC and the Countryside Agency by Kirkham Landscape Planning Consultants, Wessex Archaeology and Countryside). Copies of historic land use character maps from the Assessment are attached as Appendix A to this document. These maps show very clearly how Mengham has grown very significantly during the 20th century with development slowing down from the late 1970s onwards. There is now a need for further development within the local area and it is within this context that the current proposals are put forward as a logical next step in the organic growth of the settlement of Mengham.

2.8

There are a number of key elements to the vision for the proposed development on the site. It is considered that it should be:

1. An addition to the settlement of Mengham which is well connected, identifiable and has significant areas of high quality open space with existing and new planting alongside;
2. An attractive area of new housing with a range of tenures, types and sizes of accommodation which is respectful of local character and the local environment; and
3. A safe area for pedestrians, cyclists and vehicles, not car dominated and an area within which people can enjoy living, visiting and passing through.

3.0 SITE ASSESSMENT

3.1

The southern field (known as land north of Goldring Close) is allocated in the adopted Havant Borough Local Plan as a Reserve Housing Site. Both parts of the site have been identified as potential development sites in the first draft of the Council's recently published 'Site Allocations Development Plan Document (Option A)'.

3.2

The Havant Borough Council Strategic Housing Land Availability Assessment (SHLAA) also identifies both sites as being suitable for residential development. Whilst the northern site is currently not allocated there is no doubt that it is needed and is appropriate for development in the context of the Council's requirement to demonstrate a rolling 5 year supply of sites that can be developed for new housing. This is a matter that is dealt with in more detail in the separate Planning Statement.

3.3

In summary, it is considered that the Council cannot currently demonstrate a 5 year housing land supply and hence there is a need to favourably consider proposals for new housing land that are acceptable in all other respects. Without the supply of new housing sites in the short term there is likely to be a significant build up of the shortfall of accommodation against the identified housing requirement for the Borough.

3.4

Information on location, context and general form has already been set out above. The site is flat, well enclosed and traversed by a good network of public footpaths. The planting on the site perimeters screen the site from the Area of Outstanding Natural Beauty to the east and provide substantial defensible boundaries that will limit and logically round off the proposed new development area. The form and effectiveness of these boundaries in limiting the likely visual impact of any new development is analysed in detail within the separately submitted Landscape and Visual Impact Assessment (Pro Vision, June 2012).

3.5

The site is close to a wide range of local services and facilities and the largest settlement on the Island. It is important that connections with existing facilities and services are maintained and where possible improved.

3.6

Mengham has two local centres. The northern most centre, Gablehead, is close to the north field and the connecting roads of Beech Grove and Hawthorn Grove. Gablehead facilities include a supermarket, two electrical goods retailers, three hot food takeaways, two hairdressers, a dry cleaners, taxi hire, social club, two car sale rooms, estate agents, a range of other retailers and a newsagent, jewellers, cycle shop and chiropodist.

3.7

The Mengham local centre is closer to the southern field and the connecting roads which include Goldring Close, Mengham Lane and St Margarets Road. The facilities within the Mengham Centre include a supermarket, social club / snooker hall, two banks, three takeaways, three estate agents, two newsagents, an opticians, two chemists, an off licence, a baker, building society, dry cleaner, public house, and a range of other shops and offices. Both local centres are within a comfortable ten minute (800 m) walking distance from the site.

3.8

In addition to the local centres other significant local facilities include two primary schools and a secondary school, other public houses, recreation grounds, playgrounds, allotments, health centre, churches, fire station and the Royal British Legion Club (with bowling green).

3.9

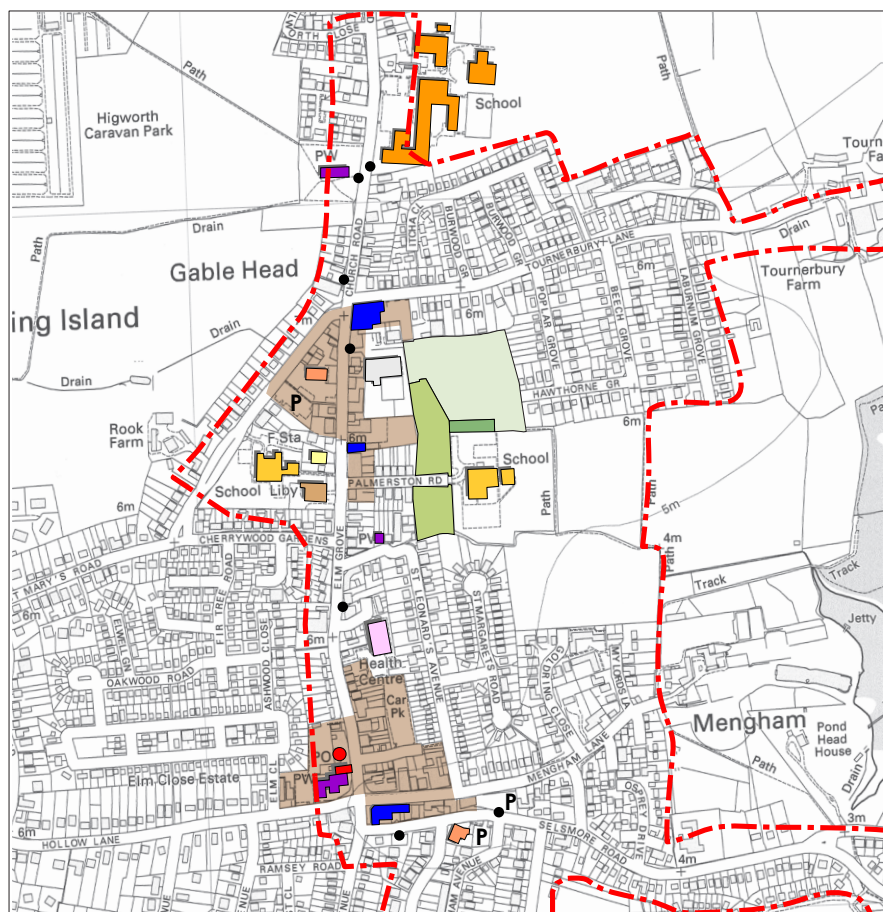
The Mengham / Gablehead local centres which together combine to make a district centre are 'successful retail centres' (Current Havant BC Core Strategy). Hence, there is an opportunity to create new housing areas that will be sustainably located, accessible and well serviced. These are key drivers for the proposed design concept.

3.10

There are a number of constraints to development that need to be considered as part of the overall positive opportunity. These include constraints relating to both built form and natural environment.

3.11

The surrounding built form is a successful, well operating, well serviced and well connected built environment. However, there is potential for new development to impact on local infrastructure and services hence careful consideration has been given to capacity and possible infrastructure improvements.



LOCAL CENTRES

Gable Head facilities include:

supermarket, electric goods retail x 2, hot food takeaways x 3, hairdressers x 2, dry cleaners, taxi hire, social club, car sales x 2, pub, estate agents, window retail, furniture retail / distributor, newsagent, clothes retail, jewellers, bicycle retail, chiropody surgery, carpet retail.

Mengham facilities include ; supermarket, social club / snooker hall, banks x 2 (inc. cash machines), hot food takeaways x 3, estate agents x 3, newsagents x 2, opticians, pharmacy x 2, off license, bakers/deli, building society, dry cleaners, pub, turf accountants, shoe retail, green grocers, florists, clothes retail x 2, bookshop

Comfortable walking distance (Approx 800m / 10 Minutes) via most direct route from centre of site.

OTHER COMMUNITY FACILITIES & SERVICES

- Supermarket
- Primary School
- Secondary School
- Public House
- Library
- Post Office
- Public open space
- Childrens Playground
- Allotments
- Health Centre
- Place of Worship
- Fire Station
- Royal British Legion
- Bus Stops

Fig 3.1 - Facilities & Services Plan

3.12

There is significant spare capacity within most local services and facilities including the local schools, library and existing shops. The stability of the local area and the aging population has meant a fall in local school roll numbers and a decline in use of some local services and facilities. In this regard, proposed new development will make use of spare capacity and help improve the overall viability of existing services. This is particularly relevant in relation to the two local primary schools which have significant spare pupil capacity.

3.13

The local health centre is well used. There is limited evidence to suggest that it is up to capacity. It has limited opening hours and has capacity for additional doctors and surgeries. Should there be a need for additional capacity it is likely that this could be easily achieved through longer opening hours, through weekend opening and through new appointment rotas.

3.14

Additional development within the local area will give rise to significant additional trips including pedestrian,

cycle and vehicle movements. The existing footpath network is good but has the potential to be improved. The route along the eastern / outer perimeter of the site is essentially a field track which links the northern and southern parts of Mengham but is muddy and poorly drained particularly during winter months. This route and other routes across the site have the potential to be improved or replaced by more suitable routes that are safer, more convenient and suitable for use all year round.

3.15

In addition, there is a need to improve connectivity to the area to the south and south west and Mengham centre. Consideration has been given to the creation of a route through either Goldring Close or My Lords Lane which both link in to Mengham Lane. However, land ownerships and covenants limit access and hence, whilst it is proposed that there should be footpath routes up to the site boundary, there can be no guaranteed through connection.

[illegible]

3.16

A new pedestrian and cycle route (and emergency vehicle access) are proposed through to St Margaret's Road across the site of a property currently owned by Tolcarne Drive Developments. This in turn will link through to St Leonard's Avenue, Mengham Road and Elm Grove. Hence, overall there is potential to take advantage of location, existing routes and significantly improve connections for pedestrian and cycle usage. These routes will, in turn, connect to bus stops that are well connected with other destinations further afield including the main land.

3.17

Vehicle trip generation from the site will lead to and through Beech Grove and Tournurbury Lane to Church Road. The likely level of trip generation and impact on existing junctions is assessed within the separately submitted Transport Statement prepared by Stuart Michael Associates.

3.18

The site is close to areas of open countryside which contain sensitive wildlife habitats. These are assessed within the separately submitted ecology statements prepared by PV Ecology. Careful consideration has been given to the possible impact on Brent Geese which are known to use the intertidal mud flats around Chichester Harbour and on occasions (mainly during high tide) migrate inland to open fields.

3.19

Development of the site must take account of a possible impact on Brent Geese in terms of either:

- a) The loss of fields that might be used by the Geese;
- b) Any increase in walkers that might adversely impact on use of adjacent fields by Brent Geese; or
- c) The increase in dog walking within the wider area which may adversely impact on the main Brent Geese feeding grounds.

These factors have been carefully considered within the detailed Phase 2 Ecology Reports prepared by PV Ecology.

3.20

Whilst the site is flat, reasonably well drained and not within the flood plain there is nevertheless a need for a sustainable drainage strategy. This will need to ensure

that there are no problems of localised flooding or increased run off which may cause problems elsewhere. These are matters that are considered in detail within the Floodrisk Assessment and Outline Drainage Strategy prepared by Capita Symonds (July 2012).

3.21

The above factors and the detailed information contained within the Transport, Ecology, Drainage and Landscape reports are all factors which have influenced the proposed new design concept and key elements of the proposed scheme.

4.0 LOCAL CONSULTATION AND COMMUNITY ENGAGEMENT

4.1

The proposed allocation and development of the land north of Goldring Close and at south of Beech Grove has been subject of consultation, public consideration for over 15 years.

4.2

The current Havant Local Plan was the first Borough wide Local Plan and work on this commenced in the early 1990s. A process of consideration of site selection continued throughout the 1990s and up to the time of the Public Local Plan Inquiry. At that stage in the process the strategic context was set by the now superseded Hampshire Structure Plan which required sites to be allocated to meet a base line housing requirement and additional sites for reserve. The Council chose to allocate a range of sites throughout the Borough and in order to make up the reserve requirement two sites on the main land (Scratchface Lane and Hampshire Farm) were allocated along with the southern part of the site subject of this statement which was called Land North of Goldring Close.

4.3

The Council's overall housing land supply position is such that reserve sites are needed and it is within this context that the Council have recently approved proposals for the development of Hampshire Farm and Officers have recommended approval of proposals for Scratchface Lane. The latter was refused and at the recent Inquiry the Inspector supported the proposed development albeit permission was not forthcoming due to deficiencies within the intended planning obligation.

4.4

The position has now moved on and Officers within the Policy Section of the Council have recommended that both parts of the site subject of this Statement be considered in the context of new allocations. Consultation has taken place over the last year and is continuing. The Officers' current stance on preferred sites is not clear.

4.5

In parallel with the above, Tolcarne Drive Developments have invested in a process of consultation and engagement with Officers, key stakeholders and the general public. Vuepoint Consulting have been engaged to help with this process.

4.6

The proposed development scheme has been subject of a presentation to the former Hayling Island Community Board (January 2011) and was recently subject of a local public engagement event (July 2012). The event was staged in the nearby British Legion Hall and was well publicised and well attended. Further information on local consultation and engagement is contained within the separately submitted Statement of Community Involvement that has been prepared by Vuepoint Consulting.

4.7

Many of the concerns raised during this process of engagement were similar to those that had already been identified during the process of site assessment and consideration of constraints. They included concerns over the potential of additional traffic to adversely impact on the local highway network in the area to the north of the site.

4.8

Other concerns were raised over the capacity of the nearby health centre and some local residents referred to the likely effect on the local environment including landscape and wildlife, and concerns over a possible increase in localised flooding. These factors were all taken seriously and have been considered carefully in the process of design evolution.

5.0 LOCAL AREA CHARACTER ANALYSIS

5.1

The local area character both in terms of townscape and landscape was carefully considered before the design proposals for the site were prepared. Landscape character area issues are identified in the separately submitted Landscape and Visual Impact Assessment (Pro Vision, June 2012). In addition, consideration was given to information contained within the Havant Borough Townscape, Landscape and Seascape Character Assessment which has already been referred to.

5.2

Extracts from the Assessment for South Hayling are attached to this Statement as Appendix B. Whilst a South Hayling area excludes the site subject of this Statement it does nevertheless surround the site and include all nearby built up areas.

5.3

Similar analysis is contained within the separate Character Areas Study prepared by Havant BC. Relevant extracts from this document are attached to this Statement as Appendix C. This Character Area Study separates out the centre of Mengham as the commercial area which was the former hamlet of Mengham from the area known as Westfield which surrounds the local centre and includes all of the built up areas around the Goldring Close and Beech Grove sites. It includes a Townscape Character Assessment Summary with information on layout and form, topography and landscape, detail and materials and mix and density (page 15). At the end of the document are a list of opportunities (page 16) which have been taken into account in the evolution of the design concept subject of this Statement.

5.4

The National Planning Policy Framework makes it clear that new development proposals should optimise potential of sites to accommodate development, support local facilities and transport networks and respond positively to local character and history. They should also reflect the identity of local surroundings and materials, create safe and accessible environments and be visually attractive as a result of good architecture and appropriate landscaping (para 58, page 15).

5.5

Design guidelines exist for new dwellings within the Chichester Harbour Area of Outstanding Natural Beauty

(Chichester Harbour Conservancy, August 2010). Relevant extracts from this document are attached as Appendix D.

5.6

In addition to the above local area character assessment has been undertaken for Tolcarne Drive Developments. Attached with this document are photographs of some nearby and notable traditional built forms which depict key characteristics and help inform the new design proposals. The photographs are attached as Appendix E.

5.7

Overall, there is an eclectic mix of architecture within the local area. It includes a range of single and two storey properties with the occasional two and a half storey property mainly within the local centre or other main routes. Local streets are well formed with definable public realm and enclosed private amenity spaces generally in the form of small to medium size back gardens.

5.8

Other characteristics of the local area include landmark properties and open spaces with public features that act as focal points and complement area character. These are patterns of development that need to be emulated.

5.9

At the level of individual buildings local characteristics include:

- **Roofs** - generally grey slate (natural or artificial) with medium to shallow pitch or red clay tiles with medium pitch and sometimes with decorative ridge tiles and finials;
- **Walls** – generally brick, render (usually white painted) or flint with brick strings and quoins
- **Windows** – generally white painted and traditionally casements or sash sometimes with white rendered frames around, stone or tile cills and brick arches;
- **Rain water goods** – generally black metal guttering and downpipes with occasional decorative hoppers;
- **Other key details** – simple porches, occasional dormers and widespread use of chimneys with red pots.

6.0 PROPOSED DESIGN CONCEPT AND SITE LAYOUT

6.1

The design concept for the proposed development evolved following careful consideration of the site assessment, local character analysis and the conclusions of technical reports. The latter included the Transport Statement, the Flood Risk / Drainage Strategy, Ecology reports, Arboricultural advice and the Landscape and Visual Impact Assessment.

6.2

A wide range of options were considered based on alternative concepts and site capacity approaches. The Council's SHLAA analysis suggests that the two parcels of land including the land north of Goldring Close and the land south of Beech Grove together have the capacity for 180 or more dwellings, assuming 40 dwellings per hectare. After consideration of the density of local residential areas and the character of surrounding areas, it was decided that a lower density approach would be preferable.

6.3

The general density of residential areas adjoining the site ranges from 18-20 dwellings per hectare. Hence, the masterplan is worked through on the basis of approximately 30 dwellings per hectare with a mix of types including 2-4 bed houses and 1-2 bed flats. The total number of units proposed is 131 (117 houses and 14 flats).

6.4

The lower number of units was also in part due to the reduced developable area after the exclusion of areas needed for landscaping, open space, footpaths, tree protection, play areas and drainage systems.

6.5

The proposed site masterplan is shown in the attached drawing. Key drivers influencing the masterplan include:

1. The incorporation and improvement of public rights of way through and alongside the site;
2. Proximity to surrounding residential areas and the need for improved connectivity to the primary school and local centres;
3. The need to protect, preserve and reinforce hedgerows that surround or cross the site;

4. The need to ensure all development is outside the canopies and root protection zones for mature trees that need to be protected;
5. The need to avoid a car dominated development;
6. The need to incorporate sustainable drainage proposals and surface water storage areas within both main parts of the site; and most importantly
7. The requirement for a high quality sustainable development.

6.6

The masterplan has been worked through into an indicative site layout which shows how development constraints can be accommodated and new development areas for 131 dwellings can be set out with all necessary open space, access roads, footpaths, cycle ways and landscaping.

6.7

The key design features of the proposed plan are:

- Accessible and sustainable development that makes use of a predominant north – south orientation to maximise the potential for the use of passive heating and renewable energy technologies such as solar hot water panels and photovoltaic cells;
- A layout that has a clear sense of space with focal points, key features and dwellings that face on to main through routes in the development;
- A layout that builds on the existing footpath network to create a permeable development with safe pedestrian routes that follow obvious desire lines to known destinations. There should also be natural surveillance of these routes from the proposed dwellings;
- A linear area of open space with adjoining landscaping along the entire eastern boundary of the site and through the centre of the site to form areas that people can walk through and enjoy. They should benefit from natural surveillance from facing housing and will help provide a buffer to the adjacent countryside; and

- A range of dwelling sizes and tenures with a mix of open market and affordable dwellings to ensure that a range of local needs are met. 30% of the proposed dwellings would be affordable units which would include properties to rent and shared ownership properties. The latter would help local people enter the housing market. The location and mix of affordable units is still to be determined.

6.8

The majority of the proposed dwellings would be two storey houses. There would also be a small number of apartments. Apartments would be in the form of small flats over garages or archways to proposed parking courts and one small detached apartment block.

6.9

The key urban design concepts are shown in the attached urban design diagram. The principal design concept is to **Design with Nature in a Sustainable Form**.

6.10

The masterplan that has developed from this urban design objective seeks to ensure that the new built form will be of a high quality through the creation of generous plots, open areas of green space and strong features that give the scheme identity.

6.11

The urban design strategy looks to employ a number of key features including:

- **An obvious Gateway** – a strong gateway feature, gives the site an identity and a sense of place;
- **A Green Lung** – this looks to break up the development giving relief from the built form;
- **Active Frontages** – these look to create variety and identity along the streets;
- **A Landscape Buffer** – this looks to provide a buffer to the open countryside, separating the development from this sensitive edge;
- **A Green Corridor** – a key buffer to give privacy and separation from Mengham Junior School to the west;

- **Key Views** – these draw the eye along the roads, generally follow areas towards green features or focal point buildings and assist with mental mapping and orientation as one moves through the site; and
- **Focal points** – key points that draw your attention, help create local character and features.

6.12

Place making in accordance with best practice design is an important component of the proposed masterplan. The attached Place Making Diagram shows the seven principal character areas within the proposed development. Different but adjacent areas would be experienced by occupiers, visitors and those passing through the proposed development. They include:

1. **The Gateway** - a small area close to the entrance into the site that has a gateway feature that indicates clearly the commencement of a new development or character area. This would not be actual gates but would be a combination of hard surfacing and associated landscaping with fencing or similar that would be the equivalent to a front door into a small entrance hall or anteroom.
2. **The Front Room** – the second main space beyond the first junction with a large area of open space alongside the existing hedgerow. The houses would have a rural aspect over open space and the countryside beyond, and footpaths would meander through the space which also has important amenity, wildlife corridor and drainage functions.
- 3.&4. **The Closes** – two areas with well defined roadways that would form axes leading to open spaces that would be prominent in the view down each. At the end of each close there would be an open area with trees and planting that would help define the semi rural character of the scheme whilst also providing important amenity spaces with natural surveillance from surrounding properties.
5. **The Hub** - the apartment block at the main junction between the road system in the north site and the road system in the south site. This building would have a 'sentinel' function and

would act as a hub or turning point around which movement systems turn. Although only two storey, this block would probably be the largest building in the development and would be recognisable as such. Even so, it would be surrounded by open space with planting that is well connected to the existing east-west hedgerow which in turn connects with the hedgerows and planting north-south along the eastern boundary.

6. **The Park** – a large area of open space and planting through which footpaths meander. Again, this area has important amenity, wildlife and drainage functions and would be opposite a range of housing units that would all face over it.
7. **The Lanes** – an area with well defined public routes, feature buildings and generally privately owned properties that would be similar in form and appearance to other traditional lanes on the Island. All housing within this area would have generous private rear gardens facing other existing gardens of properties around the site.

6.13

The green infrastructure takes into account the landscape strategy for existing and new planting belts around and through the development. In particular there would be a network of open spaces through which a footpath would connect the Beech Grove access in the north through to the south eastern corner of the site with the footpath link through to Mengham Lane. As outlined above, this is a significant area of open space alongside the site boundary to the Area of Outstanding Natural Beauty and it has a number of overlapping functions.

6.14

The green infrastructure will extend into the central part of the site with a new green lung to be located alongside the existing hedgerow and drainage channel which runs between the two existing fields. This central area of open space will also have a number of functions and will link to a green corridor along the north western boundary of the site to the school premises.

6.15

The planting belts through these amenity areas will be maintained, managed and improved with new planting to include trees, supplementary hedgerow species and biodiverse turf.

6.16

The network of green infrastructure will be extended to include planting belts around the entire perimeter of the southern part of the site where there should be scope for new planting in the back gardens of properties backing on to the site boundaries. Hence, there will be a reinforced network of wildlife corridors via planting throughout the site. This will help to improve overall biodiversity in accordance with the guiding design concept of 'Design with Nature in a Sustainable Form'.

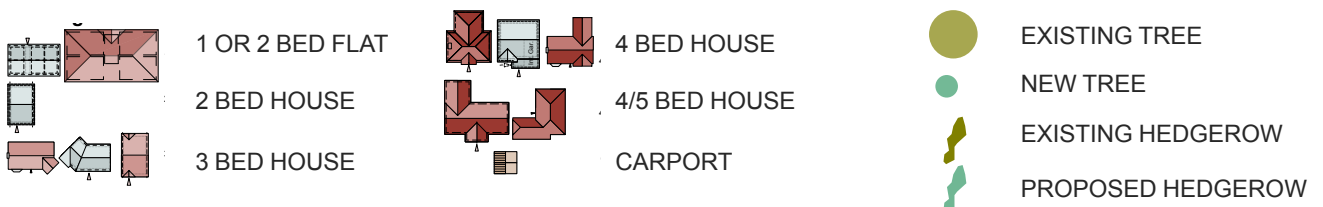
6.17

The attached diagrams show how permeability within the local area will be enhanced by the proposed development. Vehicle trips will be limited to the road network to the north only. However, pedestrian and cycle routes will be improved and there should be valuable new connections between the northern and southern parts of Mengham, between the new housing areas and the local centres and between existing and proposed housing and facilities such as the school, allotments, recreation ground and health centre.

6.18

Safety is a key feature of the design. All of the public routes and open spaces will have natural surveillance from nearby properties. Further, all junctions within the development where roads meet will have wide visibility splays and special surfacing in the form of tables or similar in line with the latest guidance in Manual for Streets.

SITE LAYOUT



PLACE MAKING



- | | | | |
|-------------------|--|----------|---|
| 1 | THE GATEWAY - site entrance / ante room | 5 | THE HUB - a turning point |
| 2 | THE FRONT ROOM - rural aspect | 6 | THE PARK - open space / planting aspects |
| 3 4 | THE CLOSES - axial open spaces / planting | 7 | THE LANES - well defined public realm, feature buildings and private gardens |

PEDESTRIAN / CYCLE ROUTES



- • • • • PAVEMENT
- • • • • FOOTPATH
- • • • • HOME ZONE

VEHICULAR ROUTES



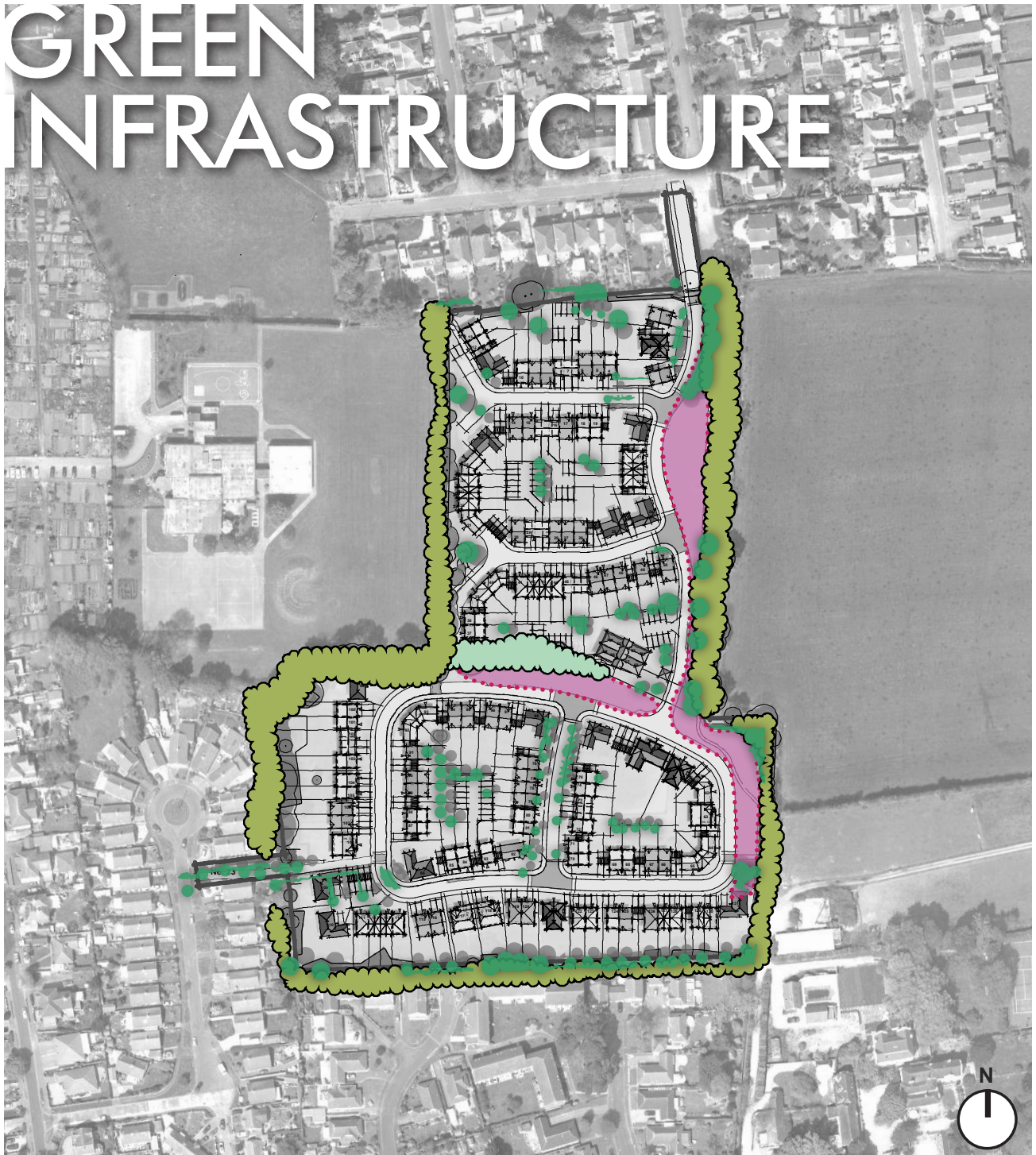
— PRIMARY VEHICULAR ROUTES

— SECONDARY VEHICULAR ROUTES

... EMERGENCY ACCESS

— SPEED TABLES

GREEN INFRASTRUCTURE



**EXISTING BOUNDARY
PLANTING**



INCIDENTAL PLANTING

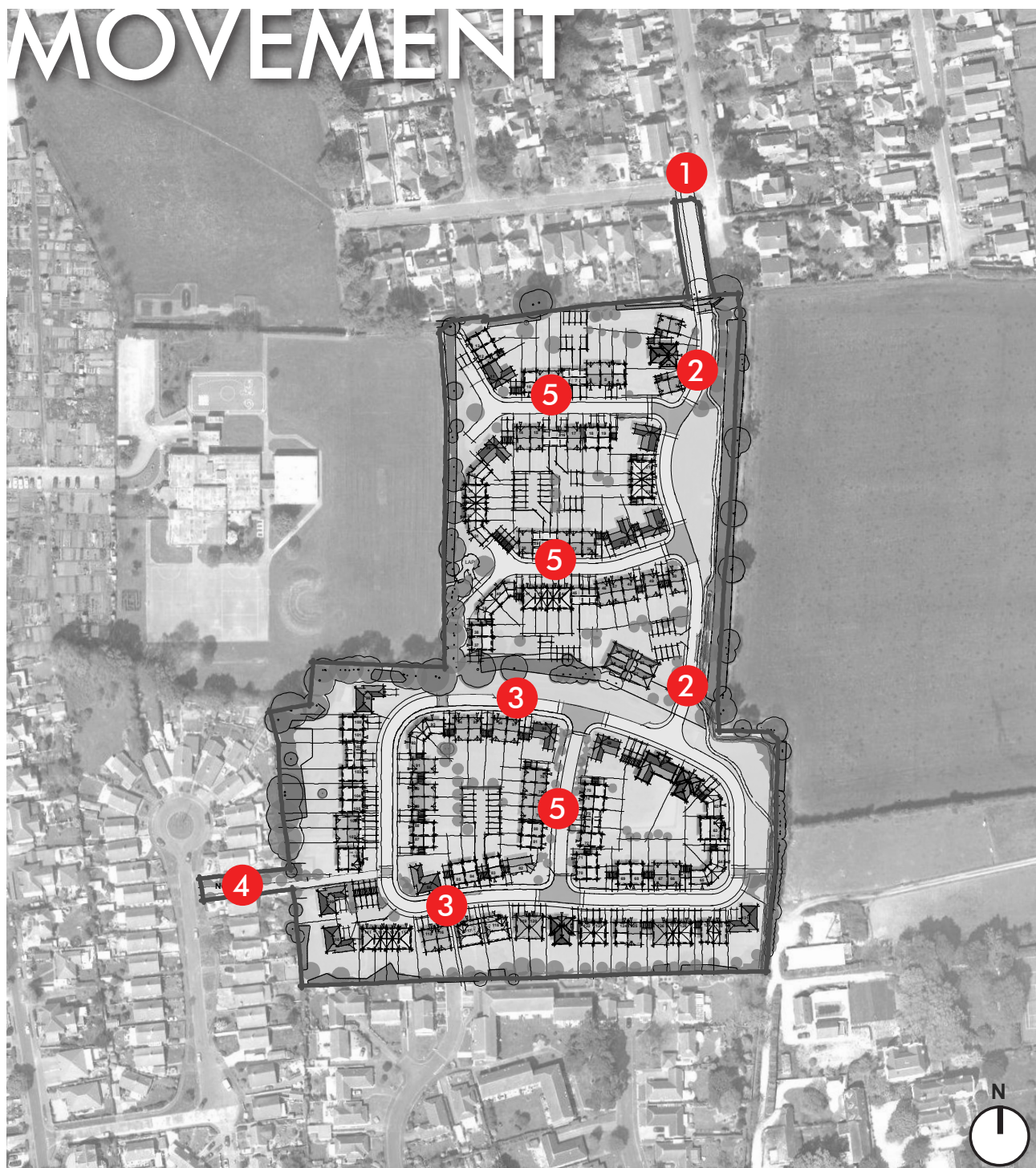


**STRATEGIC INTERNAL
PLANTING**



SWALE

MOVEMENT



- | | | | |
|---|---|---|---------------------------|
| 1 | New vehicular entrance from Hawthorne Grove | 4 | Emergency access |
| 2 | Main access route | 5 | Access for private drives |
| 3 | Main circulation loop | | |

7.0 SUMMARY OF BENEFITS

7.1

The proposed development is intended to be a sustainable development which should provide a range of much needed housing within an already built up area where services and facilities are nearby and accessible. The development will include 30% affordable housing and will be based on the detailed site assessment and careful evaluation of local townscape and landscape character.

7.2

The proposed development should also be well integrated with the existing route network within the local area and with the pattern of wildlife corridors and open spaces that already exist.

7.3

The design concept and masterplan / layout has been provided to show how the main elements of the outline application proposals could be incorporated in a way that develops local character areas and a series of key benefits.

7.4

Key benefits of the proposals include:

- A development that would help to meet an identified housing need on a site where the southern half is currently allocated for housing;
- Provision of much needed affordable housing;
- An attractive form of development that will complement the character and appearance of existing and surrounding development;
- A sustainably located scheme which will include enhanced footway and cycleway connections to the local area especially to the nearby services, facilities, schools and shops;
- Well conceived proposals that are sustainable and take account of all identified environmental constraints; and
- A positive knock-on effect to the local economy and community through greater footfall at local businesses and a boost to falling Island school numbers.

7.5

In summary proposed development should be a sustainable development in accord with the main objects of the new National Planning Policy Framework.