

LAND OFF SCRATCHFACE LANE

BEDHAMPTON



PREPARED BY PRO VISION PLANNING & DESIGN ON BEHALF OF CRAYFERN HOMES

JUNE 2012

1.0 ADDENDUM TO STATEMENT OF COMMUNITY INVOLVEMENT

1.1

An outline planning application by Crayfern Homes was submitted to Havant Borough Council in August 2010 for the development of 92 open market and affordable dwellings on the western edge of Bedhampton adjacent the A3(M).

1.2

Although the application was recommended for approval by the Council's planning officers, with no objections from any of the statutory consultees including the Highway Authority, the Environment Agency, Natural England and the Council's Environmental Health officers, it was refused permission by the Council's Development Management Committee (DMC).

1.3

An appeal was subsequently lodged against the DMC's decision to refuse planning permission for the scheme. The appeal was heard at a Public Inquiry earlier this year. Whilst the appeal was dismissed, this was on a technicality and the appeal Inspector made it clear that he considered the proposed scheme to be acceptable in all respects. A copy of the Inspector's appeal decision is attached as Appendix 1.

1.4

In view of the appeal Inspector's clear support for the refused scheme, it is to be resubmitted to the Council for consideration. As the scheme to be resubmitted is identical to that previously refused, it has been decided that another community consultation event will not be held. Letters have however been sent to the 416 properties that letters were previously sent to advising of the last community consultation event, advising of the anticipated resubmission of the refused scheme and the reasons behind this.

1.5

A copy of the Statement of Community Involvement (SCI) that accompanied the refused scheme is attached as Appendix 2. This details the extensive community consultation that has taken place regarding the proposals for residential development of the site.

APPENDICES

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APPENDIX 1

Copy of appeal decision for refused scheme



Appeal Decision

Inquiry opened on 14 February 2012

Site visit made on 16 February 2012

by C J Ball DArch DCons RIBA IHBC

an Inspector appointed by the Secretary of State for Communities and Local Government

Decision date: 20 March 2012

Appeal Ref: APP/X1735/A/11/2160369

Land South of Scratchface Lane and West of Brooklands Road, Bedhampton, Havant PO9 3NT

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant outline planning permission.
 - The appeal is made by Crayfern Homes Ltd against the decision of Havant Borough Council.
 - The application Ref APP/10/00497, dated 6 August 2010, was refused by notice dated 22 June 2011.
 - The development proposed is described in the application form as the erection of 92 open market and affordable dwellings comprising 4 no. 1-bedroom flats, 4 no. 2-bedroom flats, 31 no. 2-bedroom houses, 44 no. 3-bedroom houses, 9 no. 4-bedroom houses, new vehicular and pedestrian access.
-

Decision

1. The appeal is dismissed.

Preliminary matters

2. The inquiry sat for 3 days on 14-16 February 2012. I made an initial unaccompanied visit to the area on 13 February and I carried out a site visit on 16 February accompanied by the appellant, the Council and other interested parties.
3. The application was made in outline, with the matters of access, layout and scale to be considered as part of the proposal. Appearance and landscaping are matters reserved for future consideration.
4. Following an amendment of the scheme at application stage, the description was amended to 'the erection of 92 open market and affordable dwellings comprising 4 1-bedroom flats, 5 2-bedroom flats, 26 2-bedroom houses, 48 3-bedroom houses, 9 4-bedroom houses, new pumping station, new vehicular access from Brooklands Road including demolition of 2 dwellings, and new pedestrian and cycle accesses onto Scratchface Lane and Portsdown Hill Road.' Although the original description was used in the application decision notice, it was confirmed at the inquiry that this was an error. I have adopted the amended description for the purposes of the appeal.
5. The North Hill Bedhampton Residents Association (NorHBRA) was granted Rule 6 status for the inquiry. Although the Council's case centred on the 2 reasons for refusal (related to noise and the lack of planning obligations), NorHBRA made a wide range of objections, supported by Councillors and other local residents. I have taken all these objections into account.

Agreed matters

6. Before the inquiry the appellant and the council submitted a statement of common ground. This sets out the planning history of the site and the policy background, and lists issues not in contention including that the 2nd reason for refusal would be overcome if met by planning obligation. The parties agree that, with the appropriate planning obligations in place, the scheme would have an acceptable impact on the highway network and an appropriate level of car parking; it would not lead to an increased risk of flooding or have an adverse effect on protected species; it would be of high quality design and there would be adequate separation distances between dwellings, new and existing; it would make a meaningful contribution towards meeting the need for affordable housing; the site would be in an accessible and sustainable location and would provide new pedestrian and cycle links; and the development would accord with the spatial strategies of the development plan.
7. At my request, a statement of common ground between the expert noise witnesses was submitted at the inquiry. This sets out agreed matters including a description of the site's noise climate; noise propagation modelling methodologies; assessment methodologies and the utilisation of appropriate standards, guidance and local policy; and an assessment of noise impact and amenity. It confirms that the external noise environment is the sole matter at issue between the main parties.
8. A statement of common ground between the expert highway witnesses was also submitted at the inquiry. This sets out the agreed access strategy; site traffic generation; and sustainability and accessibility considerations. It confirms that, subject to appropriate conditions and obligations, the local highway authority has no objections to the proposal.

Planning Obligation

9. Before the inquiry the appellant submitted a draft of a unilateral undertaking as a deed of planning obligation under s106 of the Act. An executed undertaking, unaltered from the draft, was submitted at the end of the inquiry. In summary, the undertaking is intended to bind the appellant, should the appeal succeed:
 - to contributing £341,974.00 towards transport improvements including pedestrian and cycle routes, junction alterations and bus stop upgrades
 - to preparing and implementing a residential travel plan and to appointing a travel plan coordinator
 - not to commence development until a s278 Highway Agreement has been entered into for the alteration and improvement of local roads
 - to providing and laying out the reptile relocation area
 - to contributing £123,843.50 towards the provision, improvement and maintenance of playing space
 - to making if required a contribution not exceeding £5,000.00 towards traffic management measures on local roads
 - to forming, registering and operating a management company for the cleaning and maintenance of the common parts of the development

- to constructing the public right of way on the site for public use in perpetuity
 - to providing 39% of the total number of housing units as an integrated scheme of affordable housing and to transferring them to a registered affordable housing provider
 - to designing, implementing and maintaining a sustainable urban drainage system (SUDS), including the provision of a performance bond.
10. The Council considers that these provisions would overcome the 2nd reason for refusal. I consider this in more detail later.

Application for costs

11. At the inquiry an application for costs was made by Crayfern Homes Ltd against the Council. This application is the subject of a separate decision.

Main issues

12. I consider the main issues in this appeal to be:
1. Housing need and the sustainability of the location;
 2. The effect on the character and appearance of the area, with regard to housing density, access, trees and local wildlife;
 3. The acceptability of living conditions for the future occupiers of the development, with regard to the prevailing noise climate; and
 4. The impact of the development on local infrastructure and whether any harmful impact would be overcome by condition or planning obligation.

Reasons

13. The site lies on the western edge of Bedhampton, between the existing built-up area and the A3(M) trunk road. A raised earth bund separates the site from the road. The eastern boundary of the site adjoins the rear gardens of 2-storey detached and semi-detached houses in Hillmead Gardens and of mainly semi-detached bungalows in Brooklands Road. The site consists of 2 fields, mainly poor quality grazing land, divided by the Brockhampton Stream. The northern field falls gently from its northern boundary on Scratchface Lane to the stream, from where the southern field rises more steeply to its southern boundary on Portsdown Hill Road. There are 2 groups of trees protected by TPO along the stream and on the eastern boundary of the southern field.
14. The development would consist of a mix of 2-storey detached, semi-detached and terraced houses. Vehicle access would be from Brooklands Road, with additional pedestrian/cycle access onto Scratchface Lane and Portsdown Hill Road. Slow-worms and common lizards, both protected species, are known to be present on the site and an area of land to the south would be set aside as a reptile translocation site.

Housing need and the sustainability of the location

15. The site is allocated in the Havant Borough Local Plan (LP) as a reserve housing site. At the time the Council considered the application it could not demonstrate a 5 year housing supply, as required by PPS3. Although the Council refused the application, in the balance this clearly weighed in favour of the proposal. I note

that, following the grant of planning permission for a large local housing site, a 5 year supply does now exist. Nonetheless, recent decisions by the Secretary of State establish that reserve housing sites form part of the identified housing land supply. Development of this allocated site would comply with national and local housing policy objectives and, as an eminently available and achievable site, would help to ensure a continuous delivery of housing over the plan period. The Council makes no objection to development in principle. Local residents, and some councillors, argue that the site is not suitable for residential development. However, the site's allocation for housing is current Council policy and any review of that is a matter for the LDF process rather than through consideration of an individual appeal.

16. The development would provide a good mix of high quality, mainly family houses. A high proportion – 39% - would be affordable homes, going some way towards meeting the pressing need for 2 and 3 bedroom affordable family accommodation. The footpath/cycleway through the site would ensure that a range of retail, leisure, education and other facilities, including bus stops and rail station, would be within reasonable walking and cycling distance. Although there seems over the years to have been a range of assessments giving a variety of indications of the accessibility of the site, I note that the site ranked high in the accessibility matrix at the time it was recommended by the LP Inspector. Subject to the improvements envisaged through the planning obligation, I consider that the development would be in a sustainable location. Government policy set out in *Planning for Growth* makes it clear that sustainable development should be supported to ensure a quick return to economic growth. Taking all these matters into account I consider that the proposal would meet a clear housing need, in accordance with established policy objectives.

The effect on the character and appearance of the area, with regard to housing density, access, trees and local wildlife

17. The site would be laid out in a traditional manner with dwellings on either side of estate roads, reflecting the characteristic layout of the adjacent built-up area. The Council calculates that the development density of Hillmead Gardens is about 33 dwellings/hectare and that of Brooklands Road to be about 23 dwellings/hectare. This is low density development in terms of Core Strategy policy CS9. The density of the proposed layout of 92 houses and flats, excluding open space, SUDS features and the reptile translocation area, would be approximately 32 dwellings/hectare. Thus the proposed development would be consistent with the form and density of the adjoining area.
18. I note that the LP Inspector estimated that the site had a capacity for 65 dwellings. However, at that time, the site was within the designated Strategic Gap and extensive landscaping was considered appropriate. The site is no longer within the Strategic Gap so the extent of landscaping it is not now such a vital consideration. As PPS3 makes clear, there is every reason to make the most efficient use of available housing land. I consider that there would be sufficient additional landscaping, and retained trees, to harmonise the scheme with its surroundings so that the layout would accommodate the 92 dwellings without compromising the quality of the local environment.
19. The access to the site would be off a sharp bend in Brooklands Road and would involve the removal of a pair of semi-detached bungalows, built on a splay across the corner. There are other frontage gaps so the new opening would

not be uncharacteristic, and it would allow attractive views into the site of mature protected trees and open space. A single detached 4-bedroom dwelling, set back from the road, would act as an appropriate transitional feature between old and new development.

20. All the protected trees on the site would be retained, with the layout designed around them to make the trees a key feature of the development. The oak trees lining the stream, with green open space on either side, would be a particularly attractive focal point. The trees have been neglected and would receive appropriate maintenance, thereby ensuring the longevity of these important landscape features. There would also be scope for extensive tree planting throughout the site. A substantial wildlife corridor adjacent to the planted bund on the western boundary, appropriately planted, would link the reptile translocation area at the south of the site to Littlepark Wood to the north, a Site of Interest for Nature Conservation (SINC), and to the wider area. The wildlife corridor would also link to the oak trees along the stream. Bats are known to occupy these trees and the wildlife corridor would maintain flight paths and foraging routes to the north and south.
21. Thus the layout would be compatible with the surrounding area in terms of density and access, important mature trees would be retained and managed, new trees would be planted, reptiles would be relocated on-site and bat habitat would be protected. All these factors lead me to the view that, with regard to housing density, access, trees and local wildlife, the proposed development would have no harmful effect on the character and appearance of the area.

The acceptability of living conditions for the future occupiers of the development, with regard to the prevailing noise climate

22. The site lies immediately adjacent to the A3(M) trunk road. When the road was built, the earth bund was constructed to shield the adjacent area from excessive traffic noise. Nonetheless, noise surveys show that the site would be exposed to a degree of environmental noise. The road traffic emits a low, steady hum with slight variations reflecting daytime, rush hour and night time traffic levels. The daytime noise environment is accepted to be the worst case condition. No significant increase in noise levels has been found since the recent opening of the Hindhead tunnel, and no significant future increase is forecast.
23. PPG24 *Planning and Noise* sets out recommended noise exposure categories (NEC) for new dwellings near existing noise sources. The surveys indicate that most of the site falls within NEC B, where noise should be taken into account when determining planning applications and, where appropriate, conditions imposed to ensure an adequate level of protection against noise. A narrow strip on the western edge of the site is within NEC C, where permission should not normally be granted. This strip increases in width to the south where the bund merges into embankment. The layout is intended to reflect these survey findings, with buildings located only within the area defined as NEC B.
24. The Council accepts that the internal environment of the dwellings can be protected from the impact of noise by conditions requiring façade protection and attenuated mechanical ventilation. That would provide acceptable living conditions within the dwellings. It was confirmed at the inquiry that the Council's objections relate only to external noise levels in gardens and public recreation areas. The surveys show that average noise levels are fairly consistent across the site. Existing gardens lie within NEC B, with a few

towards the north in NEC A. There can be an assumption that noise levels are higher closer to the road but, as I found at the site visit, it was perceptibly quieter near the bund than at the boundary with the gardens of the existing houses. That may be the combined result of the bund's shielding effect and the light westerly wind blowing that day but it was a convincing illustration that, in the prevailing conditions, noise levels in the public open spaces and the gardens of the new development would be likely to be little different to those found acceptable in the existing gardens.

25. There was some disagreement about the exact location of the boundary between the areas considered to be within NEC B and NEC C at the southern end of the site and whether some dwellings and gardens might be too close to, or indeed across, that boundary and so might be over-exposed to noise. Natural variation in the series of noise measurements makes it difficult to pinpoint an exact boundary and, as PPG24 indicates, there is a 'tolerance' of about 3 dB(A) above or below the recommended boundary levels which makes it more difficult to be precise about the impact. There is no sudden change across the boundary. Most of this area is given up to the reptile translocation site and the few dwellings at the southernmost end of the site potentially affected have been designed so as to shield their gardens from traffic noise. I consider that, with appropriate conditions in place to control internal conditions, these houses and gardens would not be over-exposed and that, overall, the design and layout of the development would take sufficient account of the prevailing noise climate.
26. I note that a proposal to develop the southern field was dismissed on appeal in 1992, partly because of the noise impact on external areas. That scheme showed houses with gardens within the exposed NEC C area. To some extent, that decision was superseded by the allocation of the larger site by the LP Inspector in 2004 but, in any event, I have considered this proposal on the basis of the layout and noise surveys now before me. Local objectors also refer to WHO recommendations of lower noise levels. These guideline values are aspirational and would exclude many developable sites. They have not been adopted as national criteria and a review undertaken by DEFRA in 1998 found that *'Exceedances of the WHO guideline values do not necessarily imply significant noise impact and, indeed, it may be that significant impacts do not occur until much higher degrees of noise exposure are reached.'* In the light of that, I consider that the appropriate standards for this site are those set by PPG24. This proposal would generally comply with them.
27. For these reasons I consider that the prevailing noise climate would not have a significant effect on the health and quality of life of the residents of the new development and that the layout would secure a reasonable degree of peaceful enjoyment of their gardens and the public recreational areas. Accordingly I consider that the proposal would provide acceptable living conditions for the future occupiers of the development.

The impact of the development on local infrastructure and whether any harmful impact would be overcome by condition or planning obligation

28. It is agreed that the proposal could have a significant impact on its surroundings and a range of local infrastructure and that various measures would be necessary to mitigate that. Suggested conditions were reviewed at the inquiry, including those relating to the internal noise environment. Other principal concerns include an increased risk of surface water flooding so details

of the design, implementation and management of a sustainable surface water drainage scheme must show how run-off would be restricted to no more than current rates. Foul water flooding is currently a problem in Brooklands Road so the scheme has been designed to connect into a separate system in Scratchface Lane, at a higher level, by a pumping station. Full details of the design and siting of the pumping station would be submitted for approval. The rate of discharge from the pumping station would be restricted to a maximum compatible with the existing sewer to avoid overload. A programme of archaeological investigation before commencement would ensure that significant remains are not lost.

29. A Construction Method Statement should ensure that local residents are not inconvenienced by the construction process. A range of conditions requested by the Highway Authority and the Environment Agency should ensure that the access and estate roads are constructed to the proper standards and that watercourses are protected. Provision of the site for, and the translocation of, on-site reptiles prior to commencement would minimise disruption to protected species. An Ecological Management Plan would ensure that wildlife habitat is conserved and biodiversity potential enhanced. These conditions reflect the advice of specialist consultees. Other conditions relating to more detailed matters were also considered at the inquiry. Subject to adjustments as discussed to ensure compliance with Circular 11/95, to improve clarity and consistency and to reflect the Inspectorate's list of published conditions, I consider that the suggested conditions would be a necessary and reasonable means of overcoming these potential impacts.
30. The appellant's unilateral undertaking is aimed at meeting a range of local policy objectives with the intention of overcoming or substantially mitigating a number of potentially harmful impacts on local infrastructure. The Council submitted evidence to show why these provisions are necessary. Contributions towards transport improvements and a Travel Plan would improve the accessibility of the site and increase the sustainability of the location. For similar reasons the right of way on the site would be made available for public use in perpetuity. A contribution towards improving facilities in the local park would ensure that it could cater for the additional child population. The provision of a performance bond is necessary to ensure that the SUDS is properly constructed. The commitment to providing a proportion of affordable housing would meet national and local policy objectives. The formation and operation of a management company to maintain the non-domestic parts of the site is vital to the success of the development. However, I am not convinced that an obligation to provide the reptile relocation area is necessary since, given that it would be maintained by the management company, its formation is effectively required by suggested condition 50. I give that provision little weight.
31. With that exception, I consider that the provisions of the planning obligation would be necessary to make the development acceptable in planning terms. They would meet the tests of CIL Regulation 122 and the policy objectives of Circular 5/200 and would overcome the impact on local infrastructure that the development would otherwise have in those respects.
32. The acceptability of the scheme in this regard is therefore dependent on the effectiveness of the planning obligation. The appellant submitted the executed undertaking as 4 counterpart obligations, each identical but signed by different

parties. It was explained that it had not been possible to arrange for all the parties to sign a single document. This presents considerable difficulties. The obligation is a public law document which has to be entered on the planning register and the local land charges register and it may be copied to a range of interested parties. It is vital that it is clear on the face of the document that all parties with an interest in the land are joined in. That is not clear from each or any of the otherwise identical counterpart copies. To be effective there must be a single document signed by all the parties.

33. Furthermore, 2 of the properties concerned are subject to mortgages but, while the mortgagees are listed as interested parties and signatories to the deed, they have not signed the document. The appellant argues that this does not matter since he will become successor in title. However it is conceivable that the mortgagees could take possession. They would not then be bound by the undertaking and the provisions of the obligation could not be enforced. I also heard that one of the listed signatories is no longer a party to the undertaking. For these reasons the undertaking is unsatisfactory and, since there are circumstances in which it might become unenforceable, I consider that it would not effectively overcome the harmful impact of the development on those parts of the local infrastructure to which it refers. This is a critical failing.

Other matters

34. Access to the site would be from Brooklands Road, as envisaged in the LP Inspectors report. I recognise that the impact of the development on the local road network is a matter of considerable concern to local residents. However, the highway authority has carried out detailed investigations and concludes that road widths and alignments are adequate and there is sufficient capacity within the local road network to accommodate additional traffic from the development. Similarly, while there would be an increase in traffic using junctions in the wider network, the highway authority considers that there is sufficient capacity to absorb it. A highways objection to the proposal is not therefore justified.
35. Local residents also consider that crime prevention advice is being ignored. The Police recommend limited access into the development so that there would be no alternative escape routes for wrongdoers. This is contrary to urban design advice promoting the permeability of development and would also seriously limit the accessibility of the site. A suggested condition would require measures to reduce the possibility of crime and anti-social behaviour so, taking that into account, on balance I consider the more permeable layout to be acceptable.

Conclusions

36. This urban extension proposal is essentially consistent with the criteria of Core Strategy policy CS16 and national policy objectives intended to promote sustainable housing development. The consequential impact on local infrastructure could be overcome by appropriate conditions and a planning obligation. However, that depends on a binding and enforceable undertaking. The executed document as submitted cannot be relied on to deliver what it promises. For that reason alone I dismiss the appeal.

Colin Ball

Inspector

APPEARANCES

FOR THE LOCAL PLANNING AUTHORITY:

Peter Towler of Counsel

Instructed by Jo Barden-Hernandez, Solicitor to the Council.

He called:

Graham Wright BSc DipTP
MRTPI

Senior Engineer, Highways Development Planning Team, Hampshire County Council.

Reuben Peckham BEng
MPhil CEng MIOA

Principal Consultant and Director, 24 Acoustics Ltd.

Alexander Sebbinger
MRTPI

Development Control Officer, Havant Borough Council.

FOR THE APPELLANT:

Paul Stinchcombe QC

Instructed by PRO Vision Planning and Design.

He called:

Edward Clarke BEng(Hons)
MIA

Acoustics Consultant and Technical Director, Alan Saunders Associates.

David Wiseman BA(Hons)
RTPI

Associate Director, Stuart Michael Associates.

Davog McCloskey
BSc(Hons) MIEEM

Director of Ecology, PV Ecology.

Jeremy Muscroft BEng
CEng MICE MCIWEM MCIHT

Director, Capita Symonds, Water and Infrastructure Division.

Jeremy Higgins BSc(Hons)
DipTP RTPI

Associate Director, PRO Vision Planning and Design.

FOR THE RULE 6 PARTY:

Jim Graham

Chairman, North Hill Bedhampton Residents Association (NorHBRA).

OTHER INTERESTED PERSONS:

Cllr Jenny Wride

Borough Councillor.

Cllr Liz Fairhurst

Borough Councillor.

Cllr Ann Buckley MCIH

County Councillor.

Kate Turner

Havant and Bedhampton Community First.

Jeffrey Lane Regd. Psychotherapist

Local resident.

David Lee

Local resident.

Elaine Surrey

Local resident.

Pauline McKeever

Local resident

Shelagh Baker

Local resident.

Paul Bunnage

Local resident.

Kevin Marston

Local resident.

Chris Kinge

Local resident.

ADDITIONAL DOCUMENTS SUBMITTED AT THE INQUIRY

- 1 Mr Wright's replacement proof of evidence, to include missing appendices.
- 2 Statement of common ground – Highways.
- 3 Statement of common ground – Noise.
- 4 Copy of Mr Clarke's letter dated 11 January 2011 to PRO Vision.
- 5 Mr Graham's PowerPoint slides.
- 6 Cllr Wride's statement, photographs and plans.
- 7 Cllr Buckley's statement.
- 8 Ms Turner's statement.
- 9 Mr Lane's statement.
- 10 Mr Lee's statement.
- 11 Ms Baker's statement.
- 12 Mr Bunnage's statement and appendix.
- 13 Ecological statement of Nik Knight MA(Cantab) MSB.
- 14 Cllr Smith's statement (read to the inquiry).
- 15 Mr Petrie's statement (read to the inquiry).
- 16 Copy of site layout plan 9982/P 04 B, cross hatched, referred to in suggested condition 23.
- 17 Copy of Register of Title, 34 Brooklands Road.
- 18 Copy of draft contract for sale of affordable housing to a registered affordable housing provider.
- 19 Executed S106 unilateral undertaking in 4 counterpart copies.
- 20 Mr Graham's closing submissions for NorHBRA.
- 21 Mr Towler's closing submissions for the Council.
- 22 Mr Stinchcombe's closing submissions for the appellant.
- 23 Costs application on behalf of the appellant.

APPENDIX 2

Copy of SCI for refused scheme

LAND OFF SCRATCHFACE LANE

BEDHAMPTON



PREPARED BY PRO VISION PLANNING & DESIGN ON BEHALF OF CRAYFERN HOMES

AUGUST 2010

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1.0 INTRODUCTION

1.1

Crayfern Homes is applying to Havant Borough Council for outline planning permission for the development of 92 open market and affordable dwellings on the western edge of Bedhampton adjacent the A3 (M).

1.2

In preparation for the submission of this application, a full and extensive public consultation exercise was undertaken for the site, to gauge public opinion and increase involvement in the development of the proposed scheme.

1.3

This document accompanies the planning application, and sets out the methodology of the community consultation exercise, summarises its findings and explains how the concerns raised have been taken into account in the proposed scheme.

2.0 RELEVANT POLICY CONSIDERATIONS

Central Government Guidance

2.1

The need for public consultation when preparing development proposals has been central to Government Guidance for some years but particularly forms a key theme in the Planning and Compulsory Purchase Act 2004.

2.2

The Governments' aims for Community Involvement are set out in detail within *Community Involvement in Planning: The Government's Objectives* (2004). This document states that greater community involvement leads to better planning outcomes with improved quality and efficiency of decisions made. The guidance also sets out the requirements for Statements of Community Involvement both with the preparation of Local Development Frameworks (LDF) and for planning applications such as this.

2.3

PPS 1 also contains guidance on community involvement. It reasons that as planning affects everyone, everyone should have the opportunity to play a role in delivering effective and inclusive planning. It also states that local communities should be enabled to have a say on development proposals at a stage where it can make a difference.

2.4

Additionally, PPS 1 also specifically requires an approach to policy formation that can be applied to planning applications, which:

- Informs communities about emerging policies and proposals in good time;
- Enables communities to put forward ideas and suggestions and participate in development proposals and options;
- Consults on formal proposals;
- Ensures that consultation takes place in locations that are widely accessible, and

- Provides and seeks feedback.

Local Government Guidance

2.5

The site lies within the administrative boundaries of Havant Borough Council. The Council have produced a Statement of Community Involvement, adopted in October 2006, which, inter alia, sets out the Council's expectation for consultation on planning applications.

2.6

The statement does not seek to be prescriptive about the types of community involvement techniques that applicants should use, but does seek to achieve more extensive community involvement for those applications that are considered "significant".

2.7

"Significant" residential applications are defined locally as proposals involving 50 or more residential units. The application proposals in this case are therefore considered "significant".

2.8

The focus for the increased involvement encompasses on all three stages of the application process – pre-application, application and post-application. In the case of significant proposals (such as this) efforts should be made to liaise with a wider range of community groups and local stakeholders. Details of this process are set out in the relevant section below.

3.0 METHODOLOGY

3.1

To guide the consultation process, a six point strategy was adopted, comprising:

1. **Notify** – making the community aware of the consultation process;
2. **Inform** – informing the community about the background to the proposed development;
3. **Consult** – to allow members of the public and other groups to identify concerns and aspirations;
4. **Analyse** – results of the consultation are then quantified and analysed;
5. **Respond** and change – Crayfern Homes have responded to the issues raised and have sought to resolve any issues or concerns where appropriate, and
6. **Report back** – at the end of this pre-application process. This SCI summarises the comments received regarding the proposed scheme and explains how these have been addressed.

3.2

Following discussions with officers at an early stage the community involvement process has involved the following:

- Attendance at the Havant and Bedhampton Community Board on 21 October 2009 to present draft proposals and listen to issues raised;
- Attendance at the Developers Consultation Forum on 21 January 2010 with a panel of experts and representatives from stakeholder groups;
- A manned public exhibition at Bedhampton Social Hall on 16 June 2010, and
- Questionnaire requesting feedback.

4.0 CONSULTATION EXERCISE

Initial Meetings

4.1

The developer took part in two community events prior to holding the public exhibition. These were the Havant and Bedhampton Community Board on 21st October 2009 and the Havant Borough Council Developers Consultation Forum on 21st January 2010. Both events were an important part of the overall community engagement process and helped to scope out issues prior to holding the public exhibition.

Havant and Bedhampton Community Board – 21/10/09

4.2

The Havant and Bedhampton Community Board is one of six local organisations that make up the Local Strategic Partnership. The board is a non-statutory, multi-agency body, which aims to bring together at a local level, the different parts of the public, private, community and voluntary sectors. Board meetings are held regularly and provide an opportunity for topics of local significance to be discussed.

4.3

At the Community Board, the developer was given the opportunity to provide a presentation on the proposed development. The presentation centred around the initial opportunities and constraints exercise that had been undertaken to inform the preparation of an indicative site layout. A copy of the presentation boards prepared for the Board are attached as Appendix 1.

4.4

At the meeting a number of issues were raised and discussed including archaeological matters and site ownership issues. The two biggest concerns raised by stakeholders related to noise impact and flooding/drainage. A note of the meeting is attached at Appendix 2.

Developers Consultation Forum – 21/1/10

4.5

Developers Consultation Forums have been set up to enable developers to explain to Councillors, key stakeholders and the public, proposals for significant development prior to submitting a planning application. The meetings are held irregularly as they relate to developers coming forward with proposals.

4.6

The event was a targeted meeting that focussed solely on the development proposals being put forward by Crayfern Homes. The event was attended by planning officers, community groups, local councillors and individual residents. The developer was accompanied by an expert panel of consultants including planning, acoustic, drainage/flooding and highways consultants as well as a representative from Guinness Hermitage (the developer's affordable housing partner).

4.7

At the meeting, the Head of Planning was given the opportunity to make a presentation about the site and the responses received so far from consultees. Following this, the developers planning consultant gave a presentation about the proposed scheme and sought explain to explain the characteristics and the constraints of the site and opportunities presented by it for development. A copy of the presentation is attached as Appendix 3.

4.8

After the presentation, community groups were given the opportunity to present their initial reactions to the proposals and councillors asked a number of questions.

4.9

The issues raised:

- Principle of development;
- Built form and Design;

- Trees and Wildlife;
- Environment;
- Residential Mix;
- Highways and Access;
- Noise Issues;
- Open Space, and
- Historical Environment

4.10

The process was extremely useful in scoping out the issues that needed further consideration. A note of the meeting is attached at Appendix 4.

Exhibition

4.11

Following consideration of the issues raised at both the Community Board and DCF and further survey work to examine the issues raised. A manned exhibition was held at Bedhampton Social Hall on Wednesday 16 June 2010.

4.12

The exhibition was open from 2pm to 8pm. The timing of the exhibition was deliberately chosen to ensure that as many people as possible would be able to attend if they so wished.

4.13

The exhibition comprised a series of boards which set the context and history to the proposal, set out the opportunities and constraints and included a masterplan which provided details of the latest proposals. A copy of the exhibition boards are included at Appendix 5.

4.14

The exhibition was manned throughout by a representative from the developer (Crayfern Homes) two qualified Town Planners from Pro Vision Planning and Design, a drainage consultant, highways consultant an acoustic consultant. Representations from the affordable housing provider were also in attendance.

4.15

As well as being on hand to answer any questions, members of the team were proactive in their attempts to stimulate responses. Attendees were encouraged to develop their own ideas as to how the proposal should progress.

4.16

The exhibition was extremely well attended for an event of its type, with over 200 people attending on the day.

Obtaining Feedback

4.17

The central purpose of the exhibition was to seek feedback on the proposals and understand the issues of concern. As such, attendees of the exhibition were encouraged to complete the comments form at the event. The comments form was designed to be as open as possible to provide unprompted feedback.

4.18

A total of 115 feedback forms were completed at the exhibition. One further e-mail was received after the event.

4.19

Copies of all responses can be found at Appendix 6 but with personal details removed for confidentiality reasons.

5 ANALYSIS

Numerical Analysis

5.1

The design of the feedback form at the exhibition and leaflet allows for only limited numerical analysis. However, In response to the single question “Do you support the proposals” of the 116 written responses received, 93 were recorded as “no”, 2 “yes with reservations, 10 as “yes” and 1 as “don’t know”.

5.2

Just over 80% of residents expressed concerns about the development with just over 10 % of residents supporting the proposals either with or without reservations.

5.3

This type of response is not unusual for development proposals close to existing residential areas.

Issues Raised

5.3

A more useful summary of responses can be derived from a review of the issues raised by respondents. It is important to note that non material considerations, specifically concerns about property values have been excluded from the summary below.

5.4

A summary table of issues and the applicant’s responses can be found below:

Issue Raised	Applicant’s response
Noise impact on new residents	A full noise impact assessment has been undertaken to accompany the planning application. Further survey work (which was done in accordance with a methodology agreed with Environmental Health Officers) was undertaken following the community board. This confirms the majority of the site is suitable for residential development. A scheme of noise mitigation measures will be implemented including the repair and reinstatement of the acoustic

Issue Raised	Applicant's response
	bund. The resulting noise levels will be within accepted limits.
Flooding and Drainage	Foul Drainage Investigation into how the proposed scheme could be drained have been undertaken with Southern Water who have confirmed that sufficient capacity exists in the sewer in Scratchface Lane to accommodate the flows generated by the proposed development. Thus the proposed scheme will be self contained and will not impact on the existing problems in Brooklands Road. Surface Water Drainage Extensive investigations have been undertaken into ensuring the site is adequately drained and would not cause flooding. The Bedhampton Brook has not flooded since the Environment Agency (EA) has taken control of it. The proposed surface water drainage scheme has been agreed with the EA and would ensure that the proposed scheme would not cause an increased risk of flooding.
Traffic Congestion	The Transport Assessment prepared by Stuart Michael Associates deals with the impact of the proposed scheme on the local highway network. The site is within recognised walking distance of a range of local facilities and services. A Green Travel Plan has been prepared as part of the proposed scheme to encourage future residents to use non car modes of travel to reach these and other facilities.
Lack of Parking	Parking has been provided to meet the Council's Car Parking Standards.
Overdevelopment of the Site	The development achieves a built density of 27 dwellings per hectare which is comparable with the existing residential area and significantly below that usually proposed on similar sites.
Development in Principle	The site is allocated as a reserve housing site within the adopted Local Plan. The plan has been the subject of extensive consultation and rigorously assessed at the Local Plan Inquiry. The development of the site has therefore already been established in principle.
Routing the traffic through a single access road	It was agreed at the LPI (Local Plan Inquiry) that the site would be most suitably accessed from Brooklands Road. The highway authority have confirmed that they have no objection to the proposed access. An emergency access onto Scratchface Lane would also be provided in case the main access became blocked at any time.
Loss of Green Land	The Council has confirmed, during the preparation of the new LDF (Local Development Framework) that Greenfield sites will be needed, as there are insufficient sites available within the urban areas to accommodate the level of housing needed.
Distance from Local Services	The site is within viable walking/cycling distances of both local facilities in Bedhampton and higher order facilities and employment areas in Havant. The site is also with recognised walking / cycle distance of mainline rail services as well as being located close to a number of bus routes.

Issue Raised	Applicant's response
Traffic Safety	The Transport Assessment submitted with the application deals with the impact of the proposed scheme on the local highway network. The access into the site has been agreed with Hampshire County Council and will have adequate visibility splays to ensure it operates safely. The internal highway environment would be a low speed 20mph "Home Zone" which discourages high vehicle speeds.
Quantum of Affordable Housing	There is a significant number of households that are in need of affordable housing in the Borough. The proposed scheme meets (and exceeds) the Council's current affordable housing requirement and would make a significant and meaningful contribution to addressing the identified need.
Proposed Boundary Treatment inadequate	Details of the proposed boundary treatment will be dealt with at the Reserved Matters stage.
Open drainage ponds hazard to small children	The drainage ponds have been designed to be dry features which would only fill with water during heavy rainfall, which would then drain away (i.e. there would be no permanent standing water). The Council's open space officer has confirmed he is happy for these features to be included in the scheme and has advised that such features have been used on other schemes in the Borough without harm.
Disturbance and traffic during building	It is expected that conditions will be placed on any Outline Consent controlling all aspects of the construction process, including hours of working, vehicle parking and wheel washing. It is anticipated that a contractor who is signed up to the considerate contractors scheme will be retained to develop the site if permission is granted.
Emergency vehicle access	Emergency vehicles will be able to access the site through the main vehicular access taken from Brooklands Road to the south and also the dedicated emergency vehicle access taken from Scratchface Lane, in the event the main access is blocked.
Quantum of housing increased over that stated in local plan	When the site was allocated in the Local Plan, the Inspector did not have available to him, detailed information about the site constraints and therefore made general assumptions as to how much these would reduce the developable area. The detailed studies that have been undertaken have demonstrated that the developable area is greater than previously thought. This is why the number of units has increased.

Issue Raised	Applicant's response
Proposed roundabout at Brooklands/Maylands and removal of green area	This scheme does not involve the insertion of a roundabout or removal of a green area outside of the development site.
Impact on Wildlife	The site has been the subject of a number of ecological surveys to determine whether the site is of any ecological value and whether there are any protected species present that could be affected by the proposed scheme. The surveys have demonstrated that the site is of no particular ecological value and that as long as the mitigation measures outlined in the ecological report are followed, the proposed scheme would not have an adverse impact upon protected species.
Lack of proposed open space	The proposed scheme will provide a significant amount of on-site open space. This would be principally in the form of the central green space either side of Bedhampton Brook. The southern end of the site would also provide an area for allotments, which it is understood there is a significant demand for within the Borough. No equipped play space has been provided on site out of the request of the Councils open space officer, due to the proximity of existing facilities on Scratchface Lane.
Lack of purpose for proposed open informal open space to south of site	It is proposed that the land to the south of the site will be used.

6 CONCLUSIONS

6.1

A full and extensive public consultation exercise has been undertaken, the focus of which was the public exhibition, which was very well attended.

6.2

The responses received raised a number of key issues including traffic, flooding/drainage, and amenity concerns. It is considered that the proposal and associated S106 package now responds to all concerns raised and successfully mitigates against any negative effects that might have resulted from the development.

APPENDICES

- | | |
|-------------------|---|
| APPENDIX 1 | Copy of Presentation Boards used for presentation to 21/10/09 Havant and Bedhampton Community Board |
| APPENDIX 2 | Havant Borough Council Note of 21/10/09 Havant & Bedhampton Community Board |
| APPENDIX 3 | Copy of Presentation Boards used for presentation to 21/01/10 Developers Consultation Forum |
| APPENDIX 4 | Havant Borough Council note of 21/01/10 Developers Consultation Forum |
| APPENDIX 5 | Copy of Community Consultation Exhibition Boards |
| APPENDIX 6 | Copy of responses received following Community Consultation |

APPENDIX 1

**Copy of Presentation Boards used for presentation to 21/10/09 Havant and
Bedhampton Community Board**

LAND OFF SCRATCHFACE LANE, BEDHAMPTON

Presentation to Havant & Bedhampton Community Board

Jeremy Higgins

Pro Vision Planning & Design



INTRODUCTION

LAND OFF SCRATCHFACE LANE, BEDHAMPTON

INTRODUCTION

Crayfern Homes Ltd & Hermitage Housing Association are proposing to develop land off Scratchface Lane, Bedhampton for new open market and affordable housing. The site is an allocated reserve housing site in the adopted Havant Borough Local Plan.

The information contained in these boards is provided in order to provide the local community with information about the proposed scheme and seek their comments about it.

THE PROJECT TEAM

The Developer

Crayfern Homes Ltd – a reputable and responsible developer who have considerable experience of residential development and have undertaken many quality residential schemes in the locality.

Lead Consultant

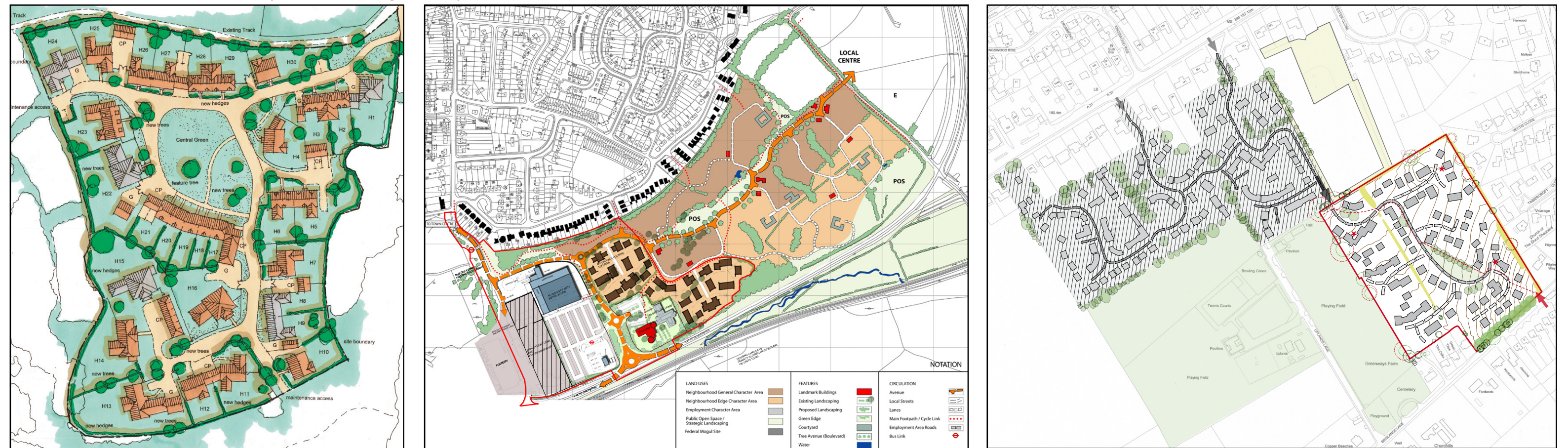
PRO Vision Planning & Design are independent town planning consultants, architects and urban designers and are leading the public consultation, planning application and design process. PRO Vision has extensive experience in progressing similar proposals and look forward to receiving your views on the proposed scheme.

Co- Consultants

A number of other consultants have been appointed to address the issues that the development of the site raises, namely:

Highways – Stuart Michael Associates
Noise Impact – Alan Saunders Associates
Arboriculture – Eco-urban consulting
Ecology – John Poland

Previous residential developments designed by Pro Vision



Previous residential developments by Crayfern Homes



SITE LOCATION

LAND OFF SCRATCHFACE LANE, BEDHAMPTON

SITE LOCATION

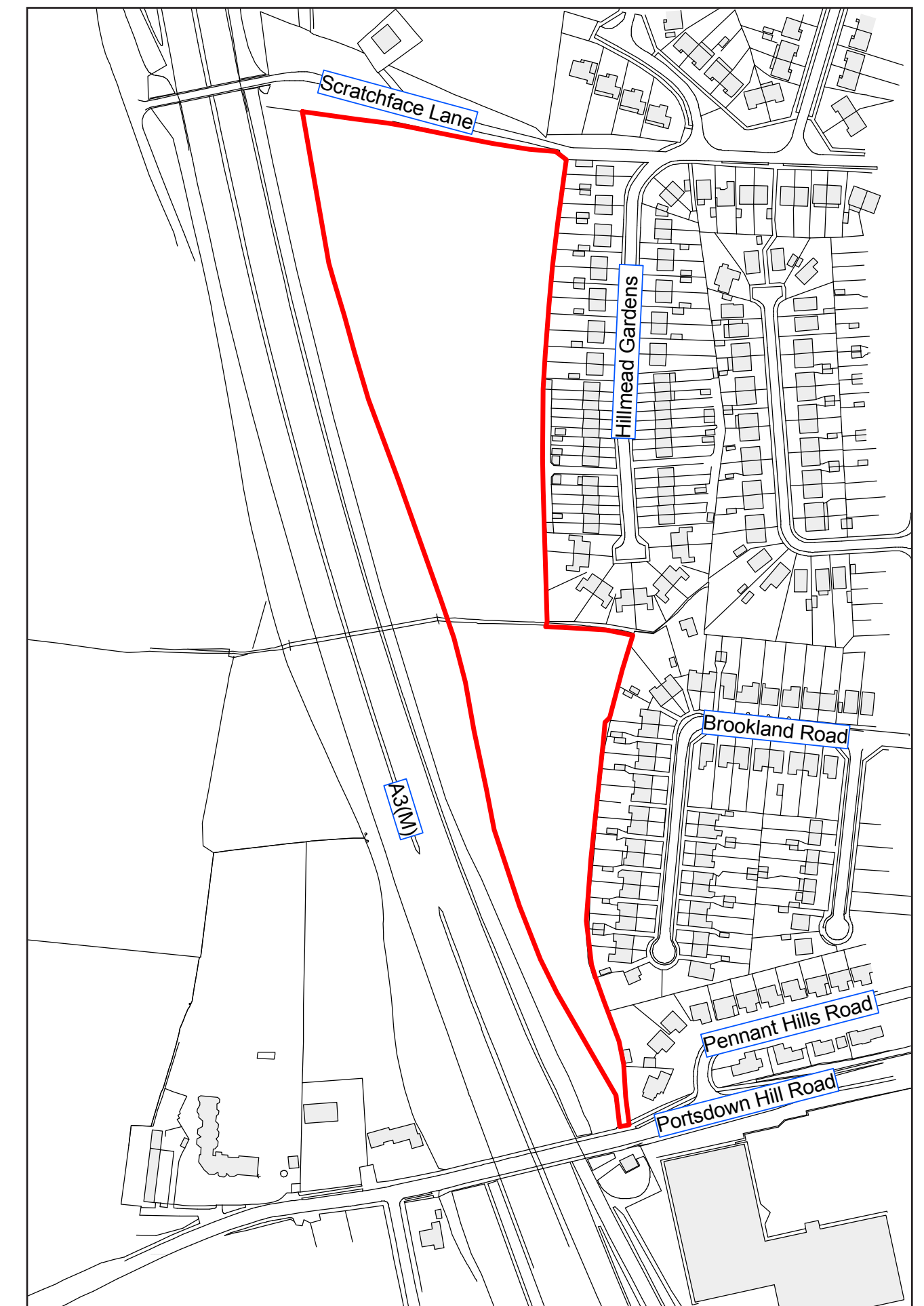
The site is located between existing housing (along Hillmead Gardens and Brooklands Road) and the A3 (M).



GENERAL SITE LOCATION



AERIAL PHOTO



SITE LOCATION PLAN

SITE AS EXISTING

LAND OFF SCRATCHFACE LANE, BEDHAMPTON

SITE AS EXISTING

When recommending the allocation of the site for new housing in the Local Plan, the Council stated, in respect of the impact of development of the site on the adjacent Strategic Gap that it:

"would not have a significant impact on the Havant Gap and the majority of the site is not visible from the A3(M). However development proposals will need to incorporate substantial landscaping along the motorway and Scratchface Lane and avoid the more prominent sloping land at the southern end of the site."

As can be seen from the photographs below, the site is well screened by the existing tree belt along the western boundary of the site. This would be retained and enhanced.

There are a number of trees present on the site which are the subject of a Tree Preservation Order (TPO). All of these trees would be retained and there would be new landscaping along the eastern site boundary to protect the amenity of those properties along Hillmead Gardens and Brooklands Road.



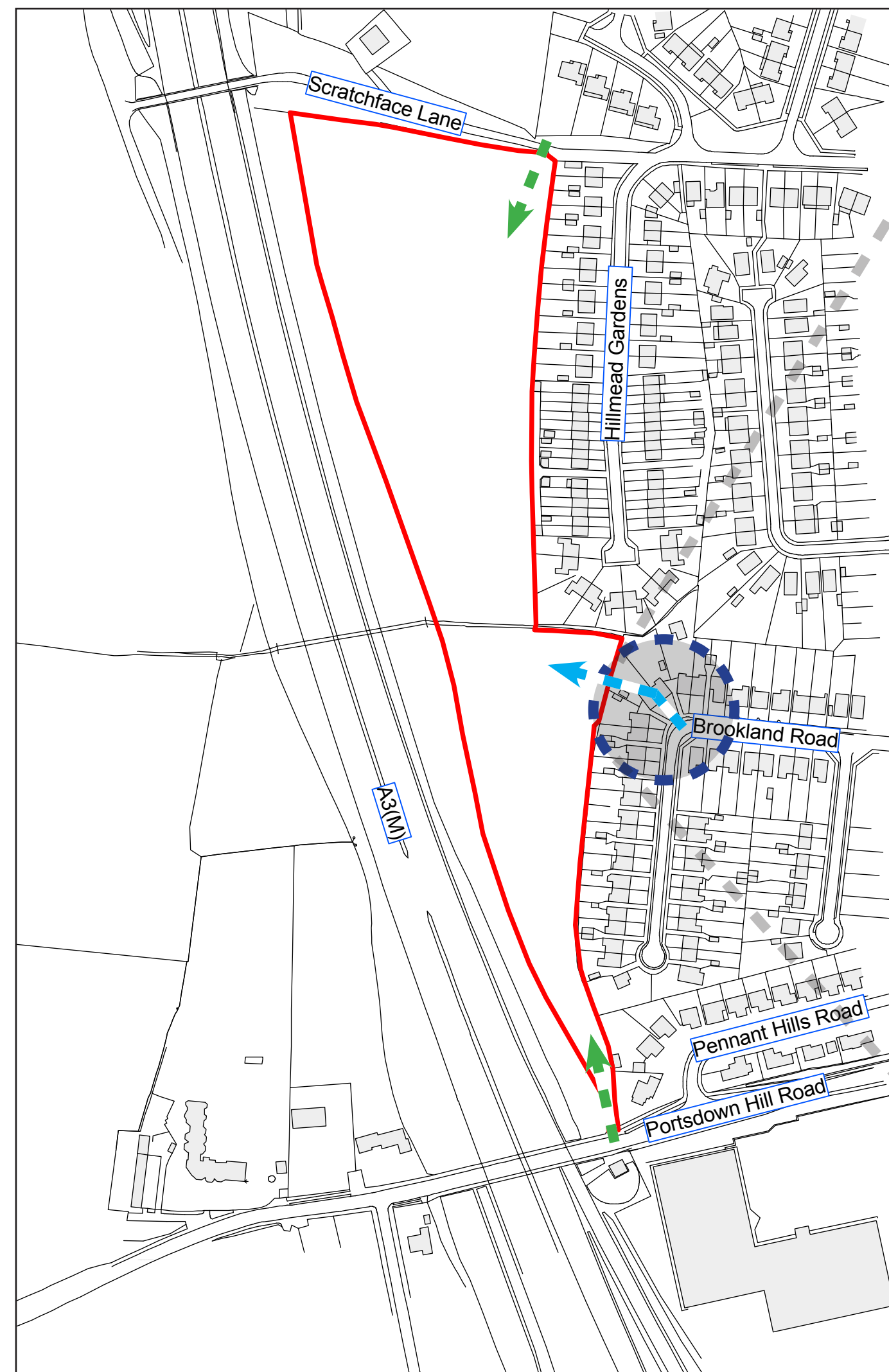
SITE ACCESS

LAND OFF SCRATCHFACE LANE, BEDHAMPTON

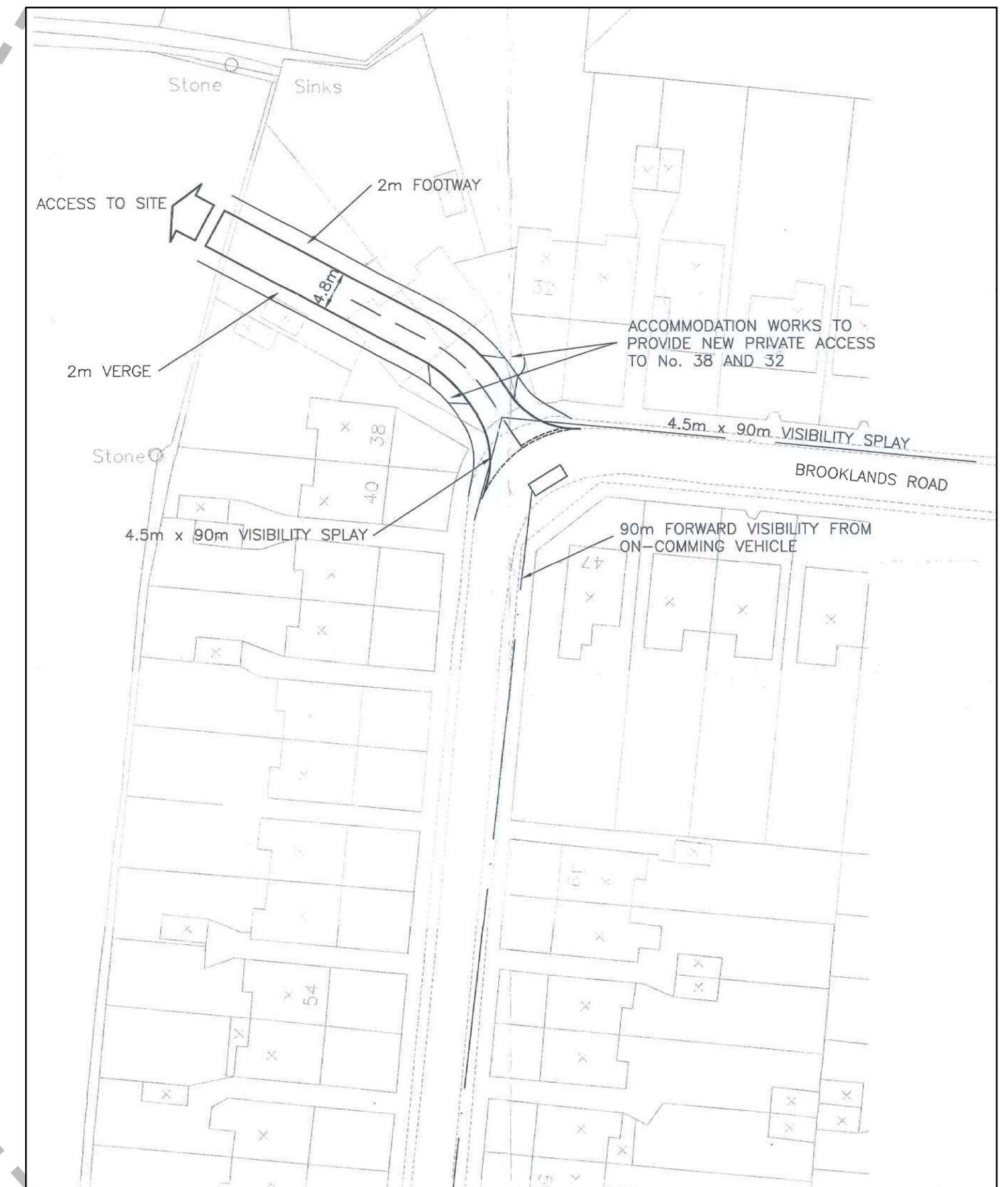
SITE ACCESS

Vehicular access to the site would be provided from Brooklands Road. A plan showing the proposed access point in detail is shown opposite. This access was agreed with the Council when the site was allocated as a reserve housing site in the adopted Local Plan.

To provide convenient access to both the recreation ground on Scratchface Lane and the wider area, secondary access points (for pedestrians and cycles only) would also be provided onto Scratchface Lane and Portsdown Hill Road. These would also be used as emergency accesses (by emergency vehicles only), in the event of the main vehicular access being blocked.



← Proposed Main Access Point ← Proposed Pedestrian/Emergency Access Point



SUSTAINABILITY

LAND OFF SCRATCHFACE LANE, BEDHAMPTON

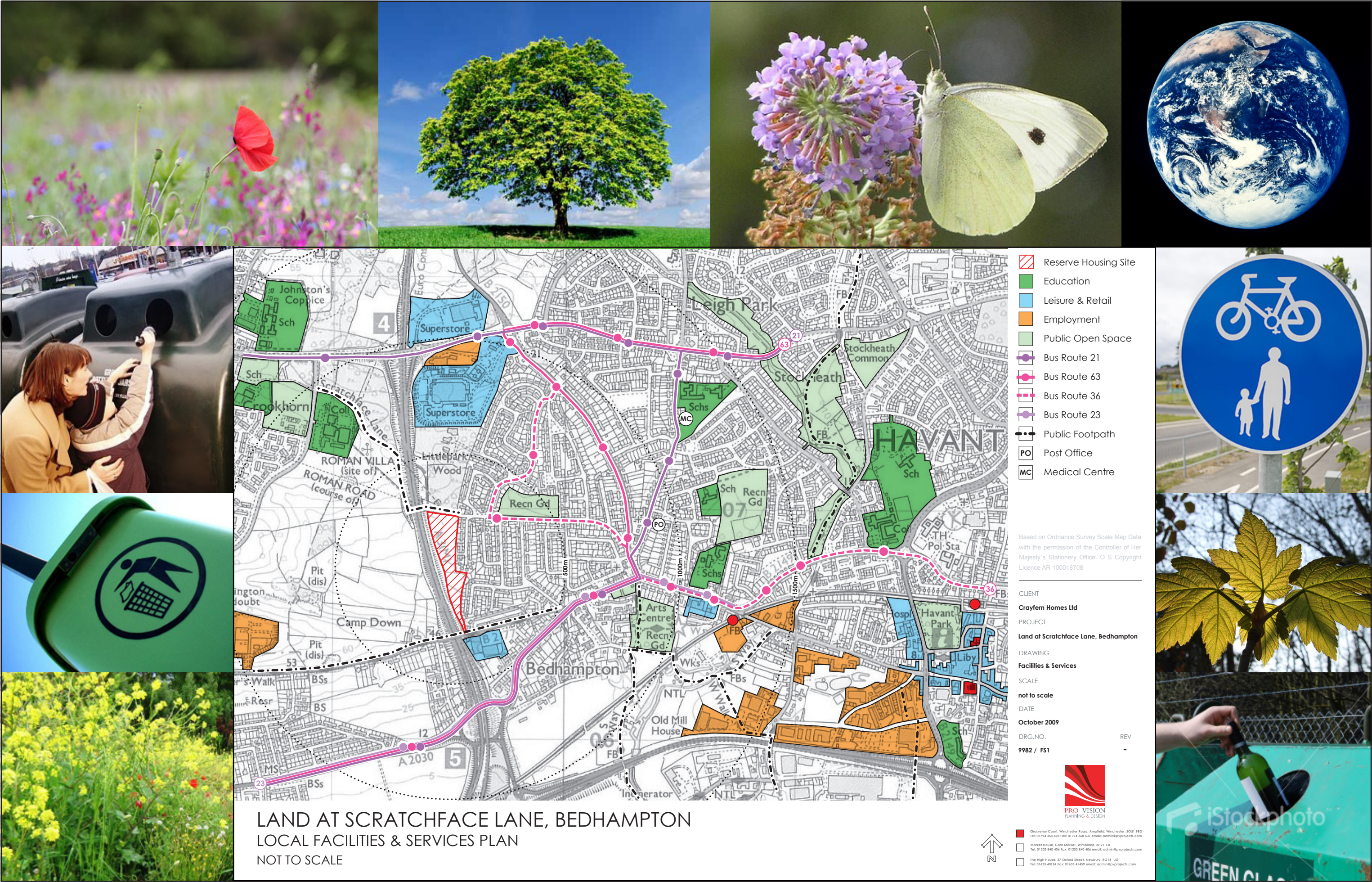
SUSTAINABILITY

The proposed scheme would deliver a number of important sustainability benefits, namely:

All of the proposed affordable dwellings would be developed to Code for Sustainable Homes Level 3;

Sustainable drainage methods would be used; and an area of allotment gardens would be provided.

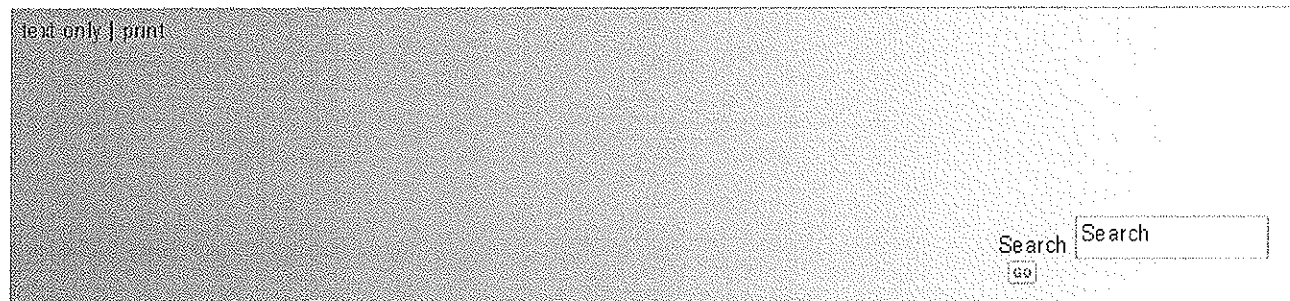
The site is within viable walking/cycling distances of both local facilities in Bedhampton and higher order facilities and employment areas in Havant. The site is also with recognised walking / cycle distance of mainline rail services as well as being located close to frequent bus routes. Thus, future residents would be able to access local facilities and services and employment opportunities without having to rely on a car.



APPENDIX 2

Havant Borough Council Note of 21/10/09

Havant & Bedhampton Community Board



Background HCP Board Community Board Partnership Working

home | minutes | site map | contacts

Havant and Bedhampton Community Board

Minutes of Meeting held at Civic Offices, Havant at 2.30 p.m. on 21 October 2009

Present: Community Board Members

Keith Chessell (KC)	Chairman/Warblington School
Angela Armstrong (AA)	Langstone Village Association/ Langstone RA
Hazel Bagley (HB)	Resident
Jackie Bampton (JB)	ASDA
Chris Davies (CD)	Resident
John Gawley (JG)	Warblington Resident
Derek Green (DG)	Vice Chairman/Warblington & Denvilles RA
Ann Griffiths (AG)	Bosmere Hundred Society/Langstone RA
Sally Johnson (SJ)	Havant Business Group
Mick New (MN)	Chidham Residents Association
David Webb (DW)	Bedhampton Residents Association

Present: Residents/Members of Public/Police

Helen Wood (HW)	Community Boards' Support Officer
Cllr Ray Bolton	HBC
David Bridges	HBC
David Eaves	HBC
Cllr Liz Fairhurst	HCC
Cllr David Guest	HBC
Jeremy Higgins	Pro Vision
Inspector Darren Osgood	Police
Andrew Pritchard	HCC
Cllr Jenny Wride	HBC
10 Members of the public	

1. Welcome and Apologies

Keith Chessell welcomed everyone to the meeting.

Apologies had been received from:

Peter Corrigan	Resident
John Pile	Resident and Local Historian
Cllr Ken Smith	HBC

2. Minutes of Previous Meeting/Matters Arising

The minutes of the previous meeting were approved.

Proposed: David Webb Seconded: Derek Green

Matters Arising

Item 2. Hayling Billy Trail. Chris Davies had contacted Stuart Wood (HBC) who would contact him further regarding a formal opening of the Hayling Billy Cycle Trail. Cllr Jenny Wride confirmed that this had been a partnership project between HBC , HCC and Sustrans, all of whom would be invited to attend. Chris Davies would continue to pursue this matter. Action: CD

Item 4. Spring Arts and Heritage Centre. Sally Johnson confirmed that the Business Group would liaise with the new Centre. Community Board members had attended the very successful opening of the new Centre which was still seeking volunteers.

Item 5. Nursery Road. Brought forward to next meeting. There had been significant incidents of anti-social behaviour at the tennis courts (which were secluded and unlocked) in Nursery Road and Tulip Gardens, Bedhampton. Police were working with HBC to resolve the issue. It had been agreed that the height of the hedges would be reduced. Cllr Ken Smith was pursuing this matter. Consideration was being given to setting up a Residents Association and implementing a 'No Cold Calling Zone'. David Webb confirmed that some work had been undertaken at this location. Action: KS

Item 9. Visit to Scottish and Southern. It was confirmed that a letter of thanks had been forwarded to Scottish and Southern following the interesting and informative visit by the Community Board on 7 October.

Item 10. Noise on A27. Angela Armstrong reported that a copy of the letter sent from David Willetts to the Highways Agency had been forwarded to Langstone Residents Association and Langstone Village Association and David Willetts would continue to pursue this matter. Cllr Jenny Wride confirmed that there was also an issue with the A27/A3(M) which affected Bedhampton residents (and would be increased with the opening of the Hindhead Tunnel). There were also issues with the Warblington roundabout area. There was a short discussion regarding costs, resurfacing, acoustic barriers and traffic speed. Cllr Jenny Wride confirmed that this matter was being pursued at every opportunity. It was also confirmed that a meeting regarding the Rusty Cutter would be held on 9 November 2010.

Item 11. Harts Farm Way Amenity Site. Cllr Ray Bolton reported that he had contacted HCC officers who were happy to provide a presentation to the Community Board. It was agreed that this should be early in 2010. Cllr Bolton provided contact details for Helen Wood to arrange presentation.

Action: HW

David Eaves confirmed that there was a current application for works already undertaken. He agreed to check whether issues with the road would also be considered. Action: DE

Item 11. Staunton Road footbridge. Mick New confirmed that this would be discussed further at a Network Rail meeting on 13 November.

Item 11. Brought forward to next meeting. Ann Griffiths spoke of the area around the Mencap building in Havant. The grassed area was owned by Portsmouth Water Company and was cut regularly. Voluntary work had also been undertaken to improve the area. However, litter was a problem and frequent and regular attention was required. The railings around the area were described as 'hideous' and Councillors were asked to pursue this issue. It was suggested that improvements could be made as part of the proposed 'Boulevard' development and Cllr Susan Stocker suggested that there may be money for the pedestrian environment. Cllr Ken Smith to pursue. Action: KS

3. Public Service Village

David Eaves, Senior Development Control Officer, introduced items 3 and 4 and explained that both were at the pre-application stage and would be presented by the developers. David Eaves represented the planning authority, would take note of issues raised and would feed back the comments of the Community Board.

David Bridges, Head of Customer and Support Services at HBC, and Andrew Pritchard, from HCC's Architectural Design Service presented the outline proposals and the reasons for providing a new Public Service Village (PSV), designed to bring together services provided for the public by HBC, HCC and the voluntary sector. The following matters would be considered:

- Maximisation and flexibility of office space
- Updating and improvement of the current building including improving energy efficiency
- Relocation of services provided at River Way and Town End House to the new PSV (an increase in staff numbers from 438 to 713)
- Reduction of costs to council tax payers (two less buildings)
- Improving services to customers
- Undertaking of major items of maintenance during the work on the PSV
- Possible future cultural centre on site
- Possible additional improvements to railway crossing and pedestrian links to the town.

A grant had been received from the Department for Children, Schools and Families to relocate services and money would be invested by HBC and HCC. The budget had not been finalised but was likely to be £12 – £15 million. The time scale for work would be:

- Appointment of contractor – early 2010
- Formal planning application – Spring 2010
- Start of work on site – October 2010
- Overall completion – late spring 2012.

Plans of 4 possible options were shown but these were still evolving.

The following discussion included:

- Parking. It was confirmed that no additional parking would be provided. A Work Place Travel Plan would be prepared and would consider more sustainable means of travel to work, car share, park and ride etc. Facilities would be provided for cyclists etc.
- The reason for not relocating to the centre of Havant. It was confirmed that it would not be financially viable to develop the size of 'village' proposed in the town centre
- Access to the town centre. No additional vehicular access would be provided but it was hoped there would be a link through to an improved bridge over the railway line. Funding was not currently available but it was anticipated that additional money would be generated for such enhancements
- Section 105 and 106. It was questioned whether the development would involve these agreements. David Eaves confirmed that this had not yet been determined as it was dependent on the final scheme and the floor space involved.

There was likely to be a contribution, possibly towards public art.

David Bridges, Andrew Pritchard and David Eaves were thanked for attending the meeting.

4. Scratchface Lane Proposed Residential Development

Jeremy Higgins, Pro Vision, agents for Crayfern Housing, provided a presentation on proposed development on land off Scratchface Lane, a site allocated in the Local Plan as a reserve housing site. Information was provided on the location and accessibility of the site, which was currently used for grazing. An analysis of the site had been undertaken, including a noise survey which showed quieter levels than a survey undertaken in 2002.

The proposed development would consist of 95 dwellings with 40% affordable housing units (for rent by Hermitage Housing). Vehicular access would be from Brooklands Road, car parking spaces would be in accordance with current parking requirements and cycle parking would be provided. Density would be 40 dwellings per hectare. The development would incorporate high energy efficiency standards, sustainable drainage techniques and a direct footpath and cycle connection to nearby services. There would be open space, landscaped areas and allotments at the southern end of the site.

The following discussion included:

- The existence of a Roman Road near to the proposed development. It was questioned whether any archaeological surveys would be undertaken. The need for surveys of the area was being considered.
- Ownership of the site.
- Concern that development was being considered in an area which suffered major drainage and sewerage problems and flooded when it rained. Jeremy Higgins confirmed that the developers attended meetings to hear such concerns which would need to be addressed at the application stage.
- Traffic issues. It was understood there would be an 8% increase in traffic when the Hindhead Tunnel opened and consideration also needed to be given to the major development of the Thicket Reservoir/Nature Reserve. There was concern regarding the noise surveys undertaken and the timing of the survey was questioned. Jeremy Higgins agreed that this information would be provided for David Eaves to pass to the Community Board. Action: JH

David Eaves provided information on the policy position regarding reserve housing sites, the Havant Borough Wide District Plan and the Local Development Framework.

Jeremy Higgins and his colleagues were thanked for attending the meeting.

5. Public Forum

A copy of Freegle was circulated to those present.

Cllr David Guest had attended the Police Surgery at the United Reformed Church. It was important to advertise the meetings as they were a good opportunity to speak to local police. Cllr Guest to forward information to Helen Wood.

Post Meeting Note: details could be obtained from Kirsti Innes a PCSO on the St Faiths Safer Neighbourhood Team: at Kirsti.innes@hampshire.pnn.police.uk

Information on Local Safer Neighbourhood Teams could be found online by using the postcode search at www.hampshire.police.uk

Bedhampton Police Surgeries were held on the first Thursday of each month at Bedhampton Social Hall commencing at 6 p.m.

Sally Johnson confirmed that information regarding police surgeries could be advertised at CityLocal Havant and WaterlooVille by contacting her at sally@citylocal.co.uk

6. Police Update

Inspector Darren Osgood provided information on crime figures and confirmed that test purchasing for alcohol had recently taken place. All premises tested in Havant had passed and there had only been one failure in WaterlooVille. Police continued to remove alcohol from young people and ID was requested in shops if the purchaser looked under 25 years of age. Jackie Bampton confirmed that the check out operator could be fined if alcohol was sold to anyone under age.

Information was provided on Police and Community Together (PACT), a Home Office initiative to involve the community in establishing local policing priorities. A panel, representative of the community, needed to be set up to consider these priorities and members for that panel were being sought. These could be representatives from Community Boards, Residents Associations, Churches, Youth Council, Schools etc. who would meet approximately once per month. Three priorities would be determined. The Safer Neighbourhood Team would work on those priorities and report back to the panel the following month when priorities would again be considered. It was recognised that the public's perception of priorities did not always coincide with those of the Police. Information on the demographics of the panel would be fed back to the Home Office. The Hayling Island Community Board was also the panel for the Island, with a standing item on the agenda. Trevor Austin suggested an article be placed in the two magazines produced by Hermitage Housing.

It was generally believed that communication needed to be improved to ensure residents were aware of the right place to report issues e.g. illegal parking was the responsibility of the local authority, not the Police.

Inspector Osgood was thanked for attending the meeting.

7. Update on Bidbury Mead Project

Cllr Jenny Wride reported that a bid for funding had been made to the Big Lottery and had passed the first stage. A facilitator would be visiting to assist with the process for the second stage.

8. Signal Box Update

No further information had been received regarding the Signal Box. British Rail would be holding a meeting in October and David Willetts would be involved in a meeting on 13 November 2009 where the subject would be raised.

9. Board Comments

Havant Library. Derek Green had attended the quarterly meeting of Havant Library and Learning Centre and reported that there was now a volunteer leader working 28 hours per week. Further volunteers were sought to assist with activities. The learning room was very well equipped and the facilities of both the library and learning centre were commended.

Design Awards. Keith Chessell reported that the presentation of the Design Awards had taken place on 14 October, the joint winners being Prospect School and Woodlands Education Centre, both designed by HCC architects and said to be perfectly designed for the users.

10. Date, Time and Venue of Next Meeting

Wednesday 18 November 2009, 2.30pm in the Council Chamber, Civic Offices.

APPENDIX 3

**Copy of Presentation Boards used for presentation
to 21/01/10 Developers Consultation Forum**

LAND OFF SCRATCHFACE LANE, BEDHAMPTON

Presentation to Developers Consultation Forum

Jeremy Higgins

Pro Vision Planning & Design



INTRODUCTION

LAND OFF SCRATCHFACE LANE, BEDHAMPTON

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THE PROJECT TEAM

The Developer

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Lead Consultant

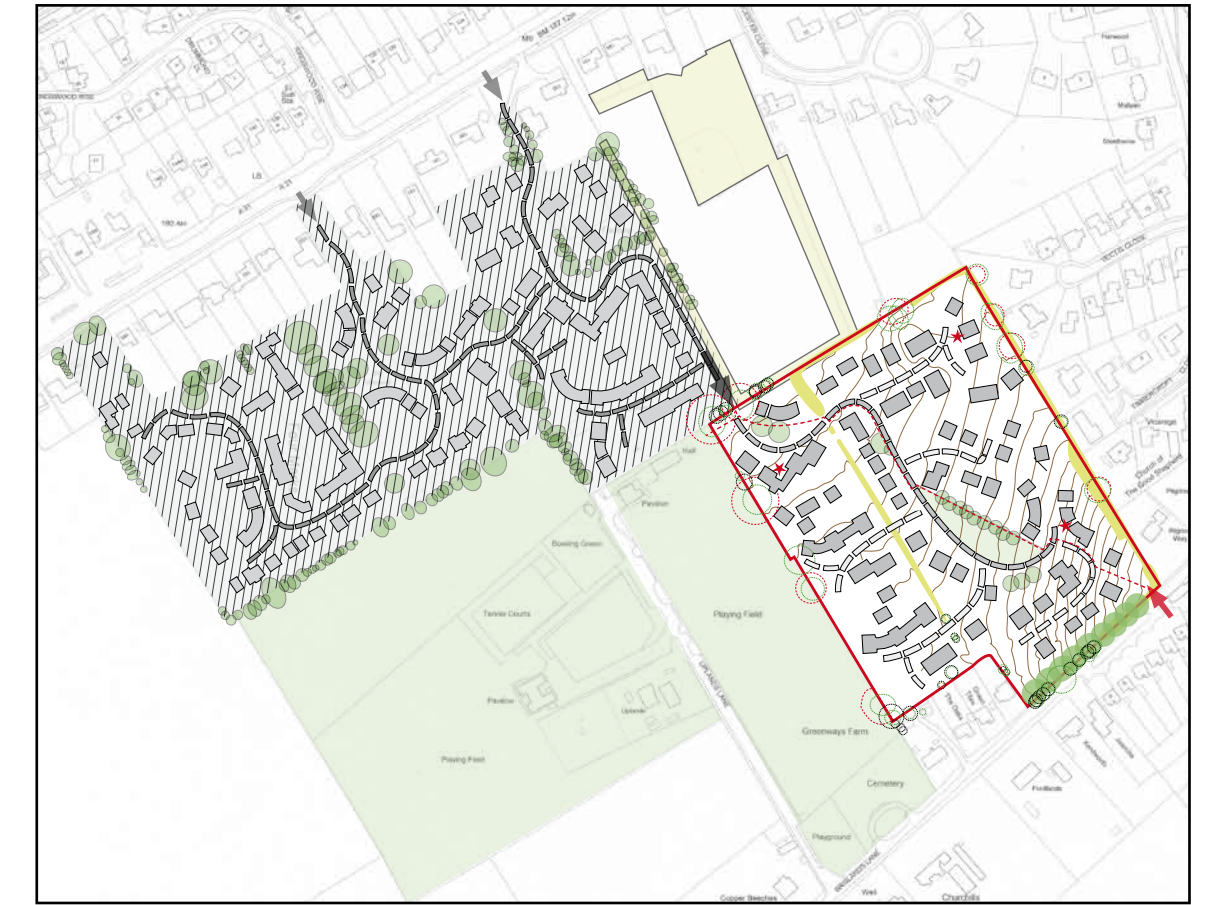
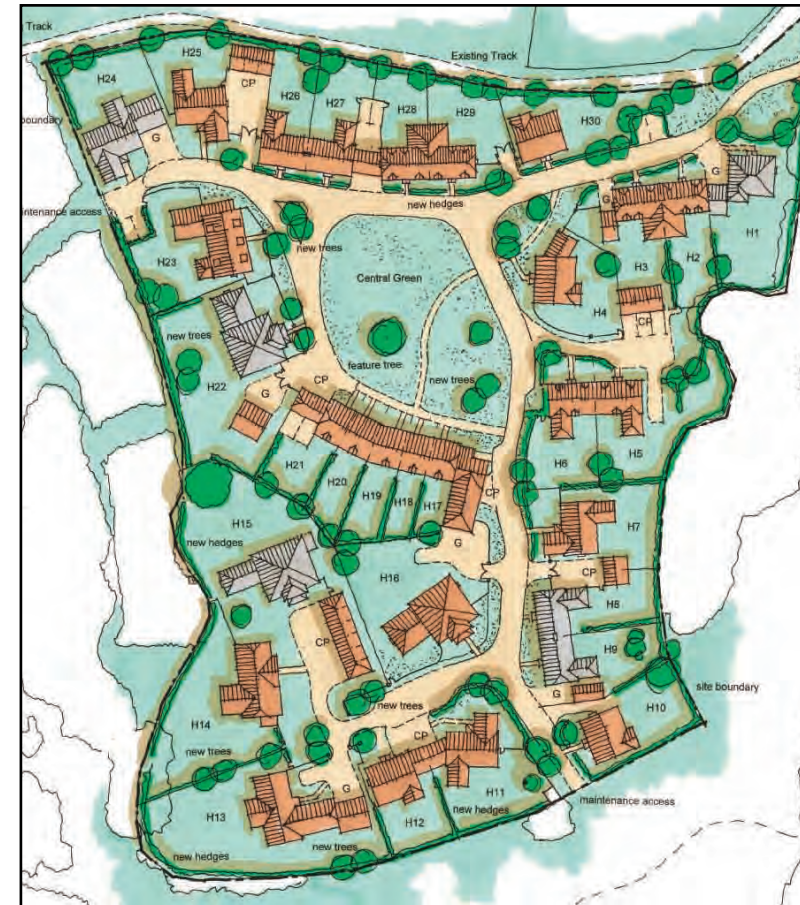
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Co- Consultants

A number of other consultants have been appointed to address the issues that the development of the site raises, namely:

- | | |
|---------------|---------------------------------|
| Highways | – Stuart Michael Associates |
| Noise Impact | – Alan Saunders Associates |
| Arboriculture | – CBA Trees |
| Ecology | – Hampshire Ecological Services |

Previous residential developments designed by Pro Vision



Previous residential developments by Crayfern Homes



SITE LOCATION

LAND OFF SCRATCHFACE LANE, BED-

SITE LOCATION

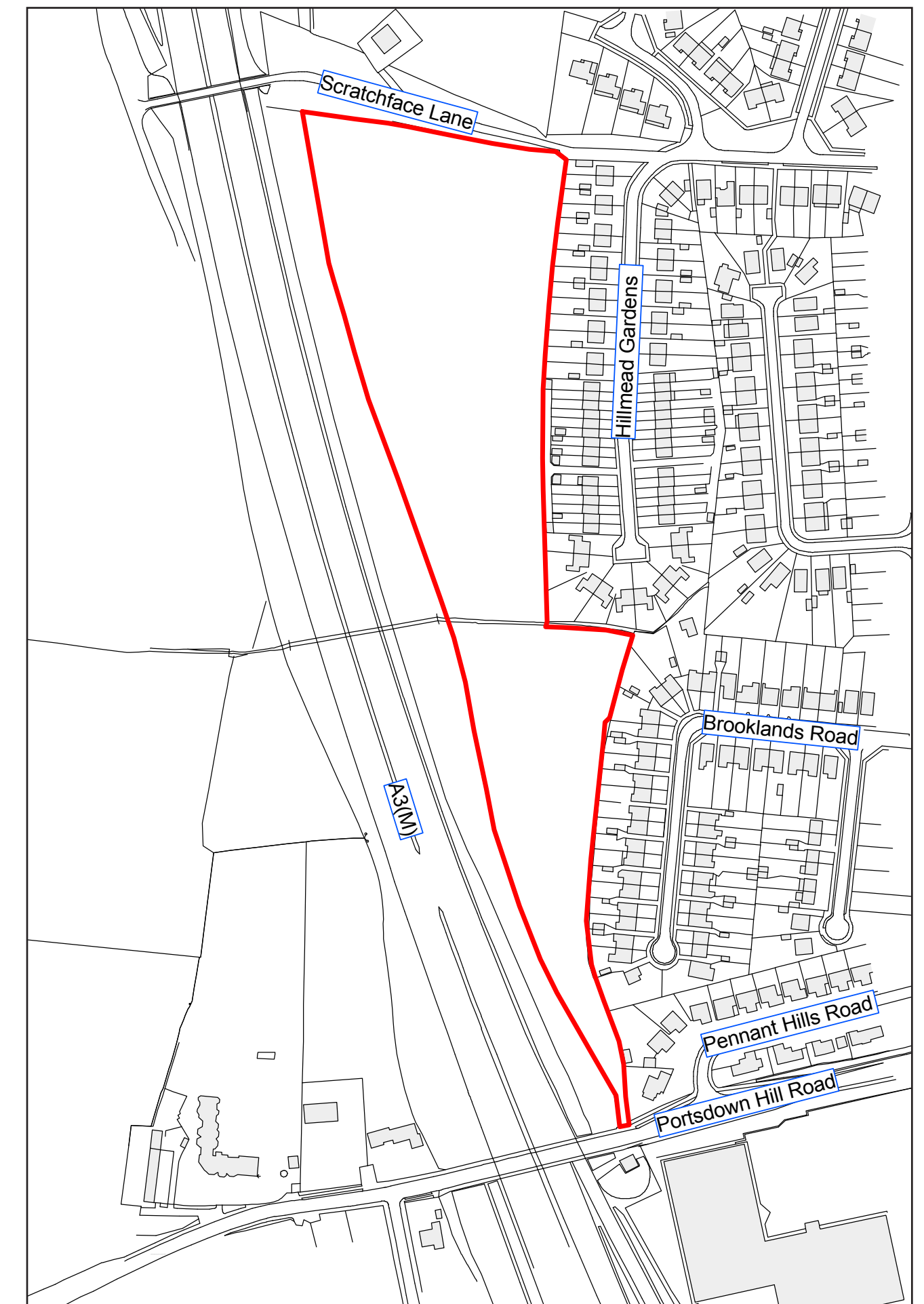
The site is located between existing housing (along Hillmead Gardens and Brooklands Road) and the A3 (M).



General Site Location



Aerial Photo



Site Location Plan

SITE AS EXISTING

LAND OFF SCRATCHFACE LANE, BEDHAMPTON

SITE AS EXISTING

As can be seen from the photographs, the site comprises undeveloped land that occupies an area of approximately 3.67 ha. The site is currently used for grazing, with the northern part of the site gently sloping down to the stream which passes through the site. The southern land parcel is also used for grazing and slopes gently up from the stream, becoming steep for a section adjacent to the dwellings in Brooklands Road before flattening out as one approaches the end of the site.

As the photographs show, the site contains a number of mature trees. Most of these are found along the site boundaries, particularly the northern and western boundaries although there is a group of trees along the stream corridor. This group, along with a couple of other trees are the subject of a Tree Preservation Order.



SITE ANALYSIS

LAND OFF SCRATCHFACE LANE, BEDHAMPTON

SITE ANALYSIS

The proposed site layout has been informed by and taken account of a site and contextual analysis as well as other development constraints / requirements such as the Tree Preservation Order that applies to the site, the Council's parking standards etc. Details of the contextual analysis are shown below.

The Site and Contextual analysis has revealed the following development constraints / opportunities:

The majority of development around the site is residential, with most houses being 1 or 2 storey detached or semi-detached properties;

A stream crosses the site which has resulted in localised flooding in the past. This stream has now been enmained by the Environment Agency and any development proposals need to preserve access to the stream corridor to enable access for maintenance;

The site is impacted to some extent by the adjacent A3(M) in terms of noise. However, a recent noise survey of the site has revealed that the majority of the site is suitable for residential development;

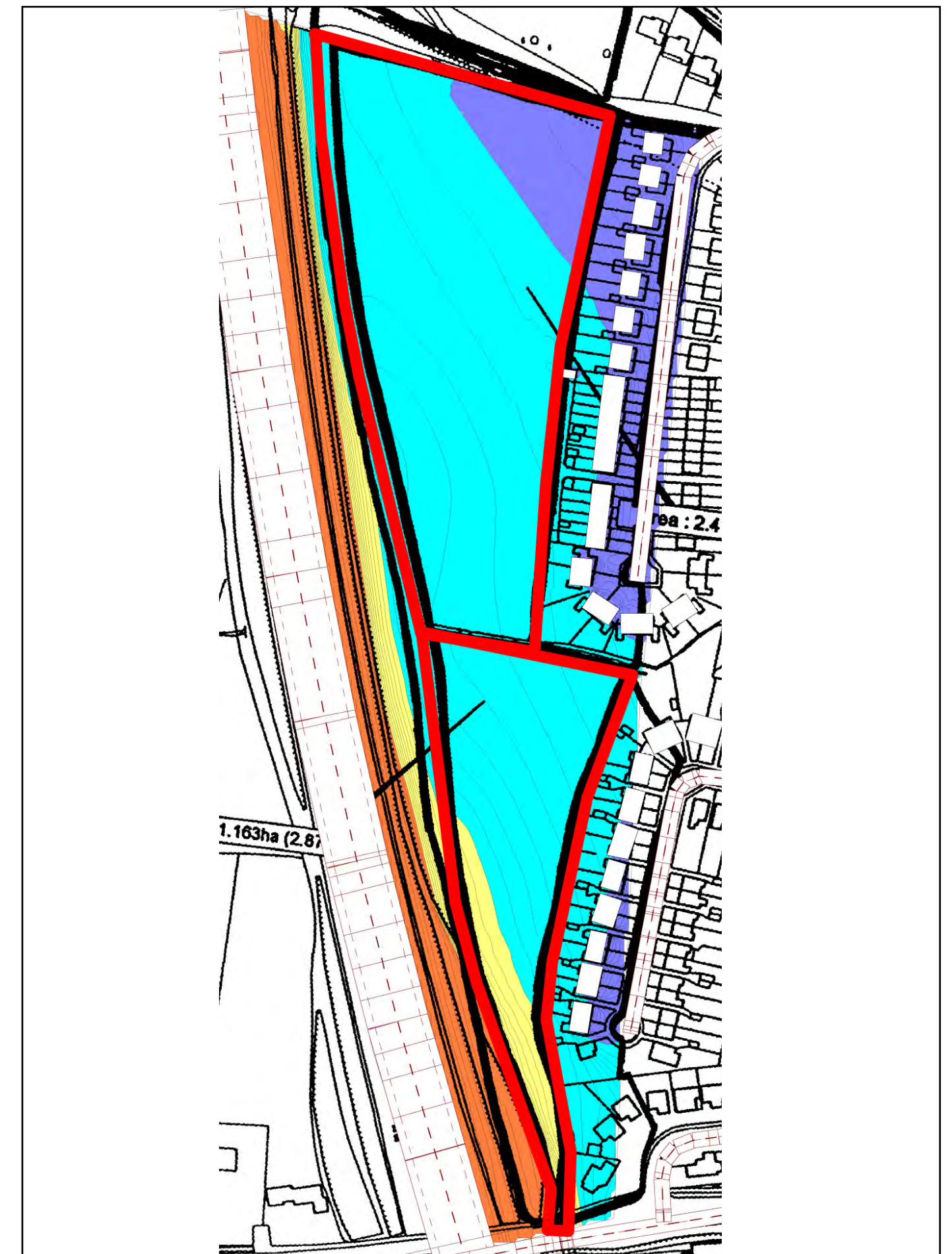
The land at the far southern end of the site is unsuitable for development and should be retained as informal open space. An opportunity also exists to create a direct connection between the site and Portsdown Hill Road to give future residents more direct access to public transport services and local facilities

There are a number of protected trees present on the site which need to be retained;

There is the route of a former Roman Road directly to the north of the site and hence there is the potential for archaeological remains to be present. The site has been assessed however and the likelihood of archaeological remains being present on the site is considered low;



Contextual Site Analysis



Noise Map

SITE PROPOSAL

LAND OFF SCRATCHFACE LANE, BEDHAMPTON

SITE PROPOSAL

The proposed scheme seeks to balance the requirement to ensure the effective use of land and provide higher density development, with the need to provide a form of development that is attractive and respects the character of the site and the local area.

The density of the proposed scheme would be approximately 28 dph. This compares favourably with the adjacent residential areas which have densities of 24 dph (Brooklands Road) and 32 dph (Hillmead Gardens) respectively. Whilst the density of the proposed scheme is below the target contained in the South East Plan, it is considered that it is an appropriate density, given its constraints and the character of the area.

The draft site layout plan is shown below. The plan shows how the site could be developed for a total of 95 open market and affordable dwellings. Whilst this is 30 dwellings higher than the figure contained in the Local Plan, the fact that the proposed scheme has a density below 30 dph, clearly indicates that the estimate in the Local Plan is a serious under-estimate of the true capacity of the site.

A range of new houses and flats of varying sizes are proposed.

In terms of Open Market units, there would be:

- 4 x 1 bed flats;
- 4 x 2 bed flats;
- 15 x 2 bed semi detached houses;
- 27 x 3 bed terraced, semi-detached and detached houses; and
- 10 x 4 bed detached houses.

In terms of affordable dwellings, there would be:

- 14 x 2 bed houses;
- 17 x 3 bed houses; and
- 4 x 4 bed semi-detached houses.

To reflect the character of the area, the majority of the proposed dwellings would be houses, with only a small number of flats.



Site Layout Plan - North



Site Layout Plan - South

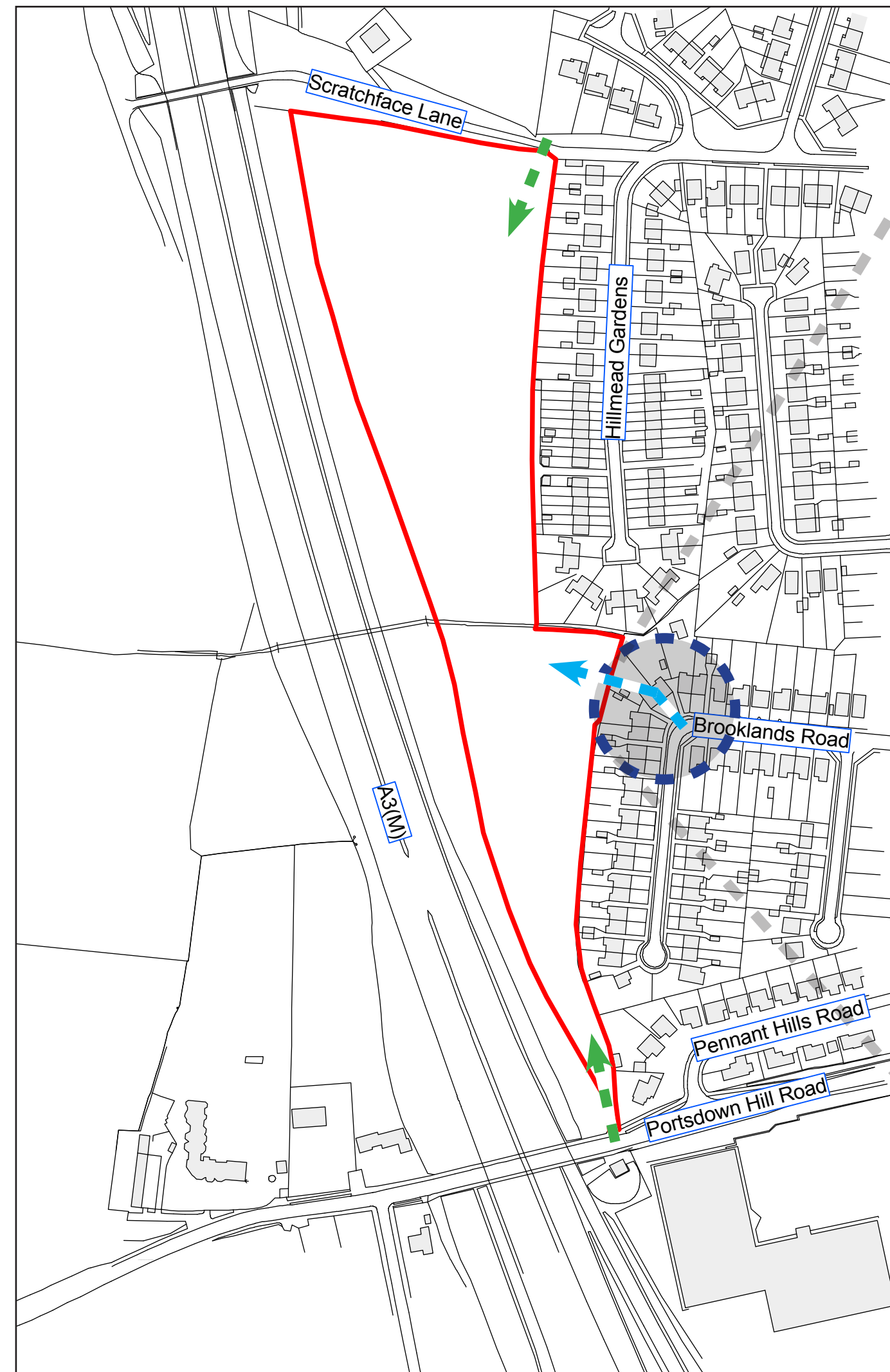
SITE ACCESS

LAND OFF SCRATCHFACE LANE, BEDHAMPTON

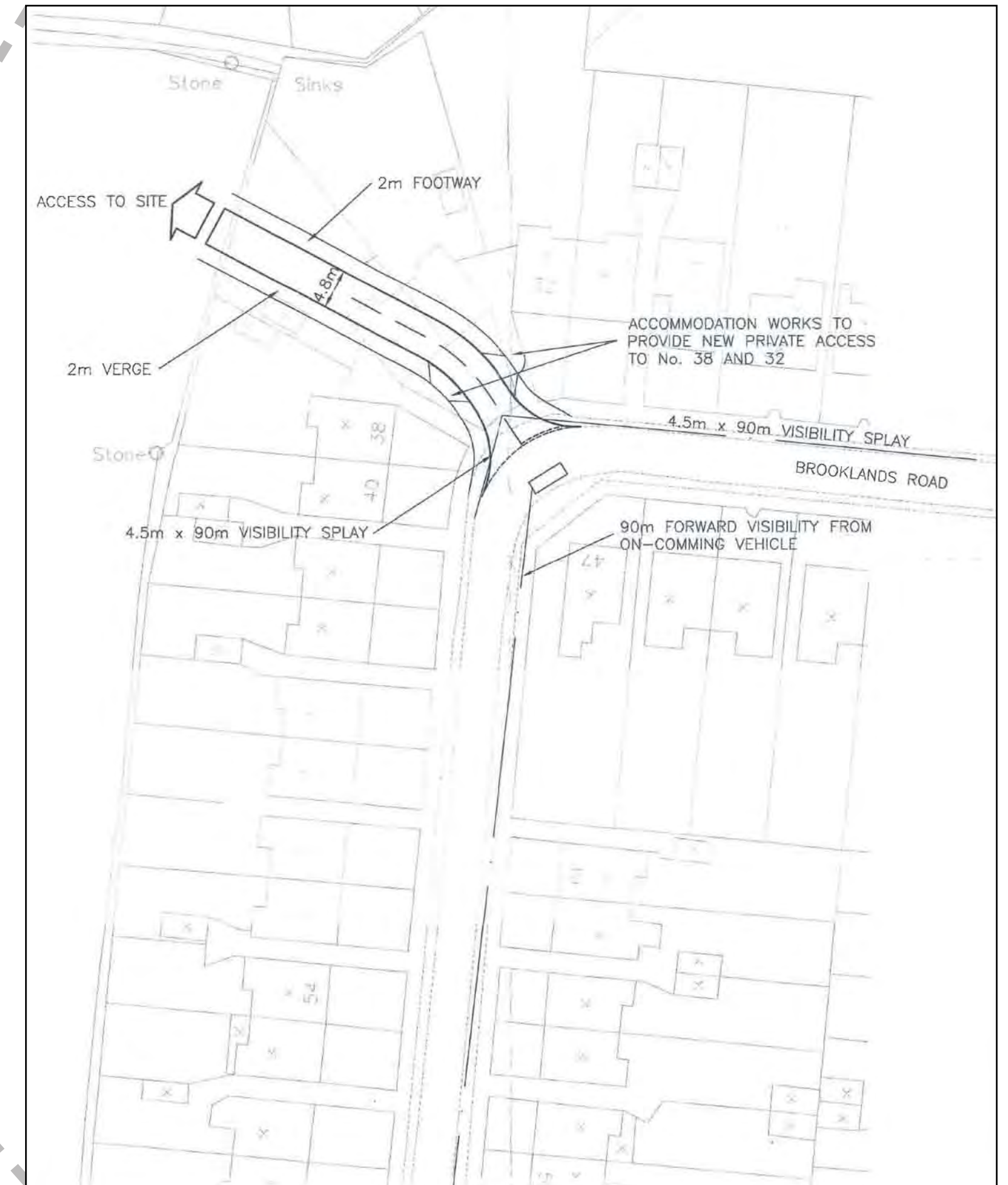
SITE ACCESS

It is proposed that vehicular access to the site would be provided from Brooklands Road. A plan showing the proposed access point in detail is shown opposite. This access was agreed with the Council when the site was allocated as a reserve housing site in the adopted Local Plan.

To provide convenient access to both the recreation ground on Scratchface Lane and the wider area, secondary access points (for pedestrians and cycles only) would also be provided onto Scratchface Lane and Portsdown Hill Road. These would also be used as emergency accesses (by emergency vehicles only), in the event of the main vehicular access being blocked.



← Proposed Main Access Point ← Proposed Pedestrian/Emergency Access Point



SUSTAINABILITY

LAND OFF SCRATCHFACE LANE, BEDHAMPTON

SUSTAINABILITY

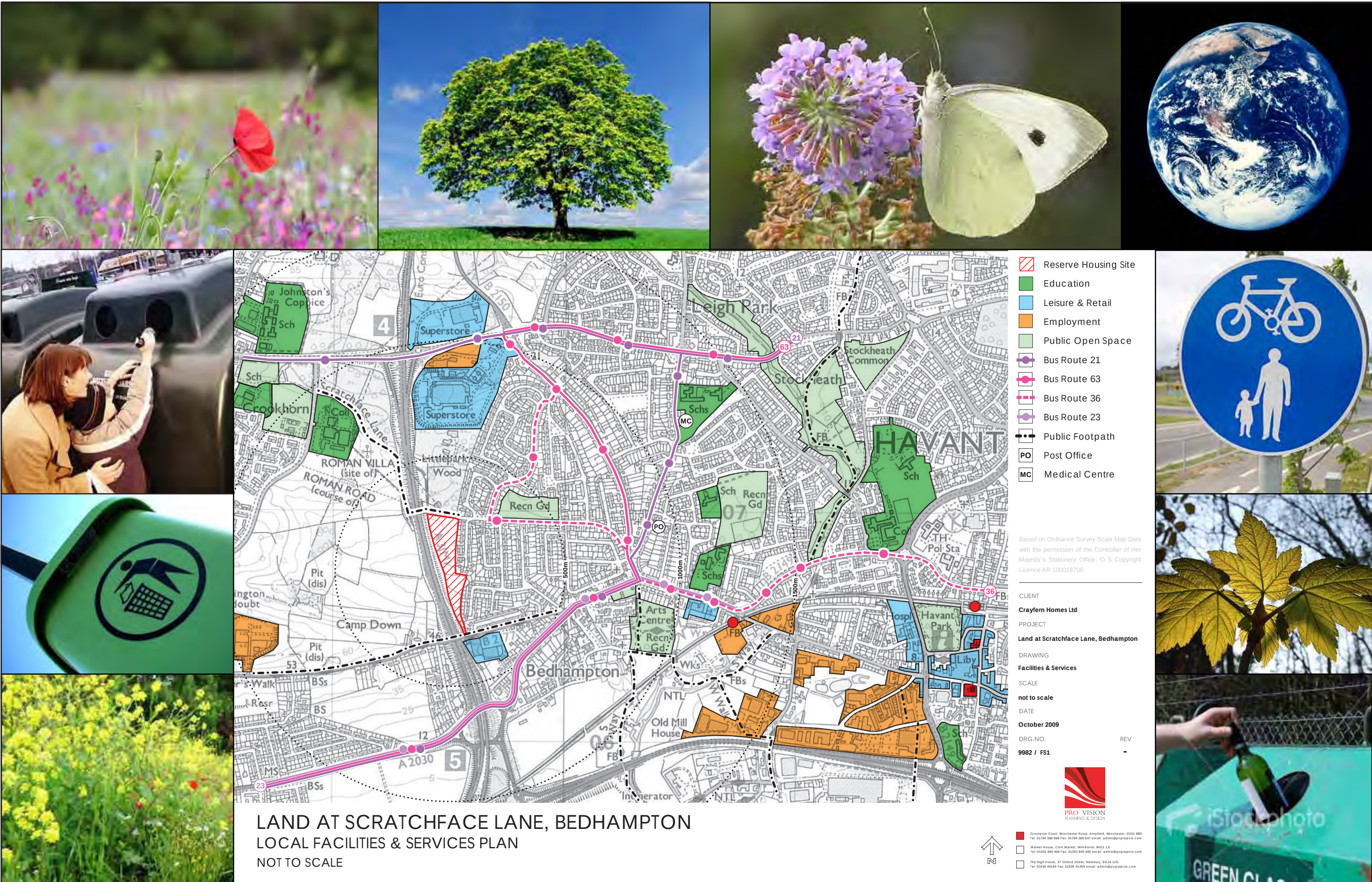
The proposed scheme would deliver a number of important sustainability benefits, namely:

All of the proposed affordable dwellings would be developed to Code for Sustainable Homes Level 3;

Sustainable drainage methods would be used to ensure that the development of the site did not result in localised drainage problems or localised flooding; and

The site is within viable walking/cycling distances of both local facilities in Bedhampton and higher order facilities and employment areas in Havant. The site is also with recognised walking / cycle distance of mainline rail services as well as being located close to frequent bus routes. Thus, future residents would be able to access local facilities and services and employment opportunities without having to rely on a car.

A plan which identifies key local facilities and services along with bus routes and shows their proximity to the site is shown below.



APPENDIX 4

Havant Borough Council note of 21/01/10 Developers Consultation Forum

Development Consultation Forum

Land at Scratchface Lane, Bedhampton

21 January 2010

Meeting Time: 6.00pm

Location: Council Chamber, Havant Civic Offices

[The purpose of the Forum is...](#)

[The Forum is not meant to...](#)

[The outcome of the Forum will be...](#)

[Land at Scratchface Lane Site Plan](#)

[Aerial Photo of Land at Scratchface Lane](#)

[Planning History](#)

[Reserve Site History](#)

[Policy Background](#)

[Key Planning Issues](#)

[Consultee Responses - Written Comments](#)

[Consultee Responses - Other Comments](#)

[Consultee Responses - Invited Speakers](#)

[Developers Response](#)

[Councillor Questions](#)

[What Happens Next?](#)

[Contact Details](#)

The purpose of the Forum is...

- To enable the developer to explain development proposals directly to councillors, the public and key stakeholders at an early stage
- To identify any issues that may be considered in any formal application
- To inform councillors and the public of a development proposal at an early stage in the pre application process
- To inform officer pre application discussions with the developer
- To enable the developer to shape an application to address community issues
- To allow Councillors to ask questions

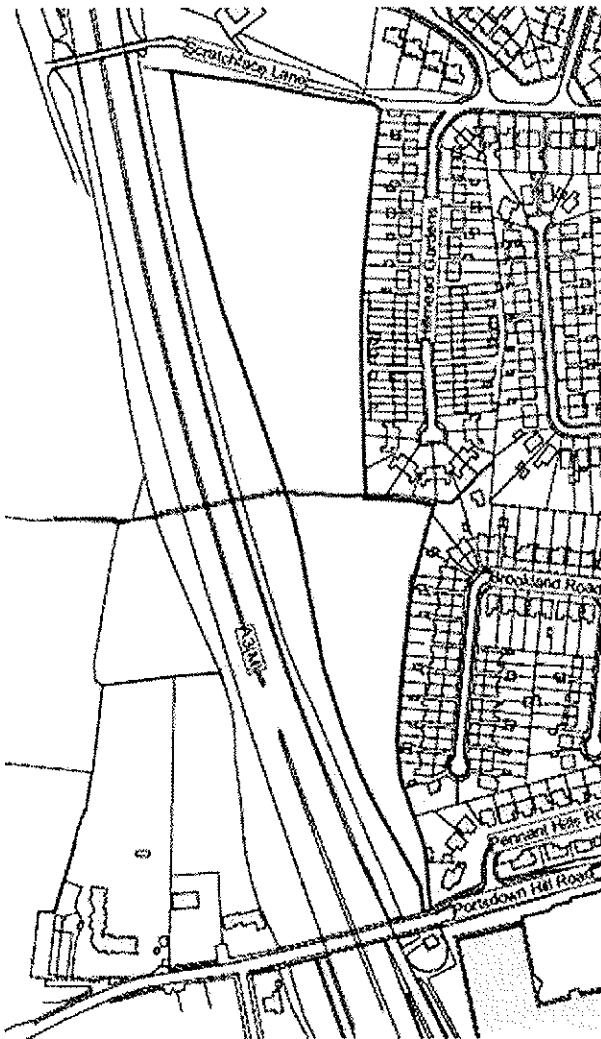
The Forum is not meant to...

- Negotiate the proposal in public
- Commit councillors or the local planning authority to a view
- Allow objectors to frustrate the process
- Address or necessarily identify all the issues that will need to be considered in a future planning application
- Take the place of the normal planning application process or the role of the Development Management Committee

The outcome of the Forum will be...

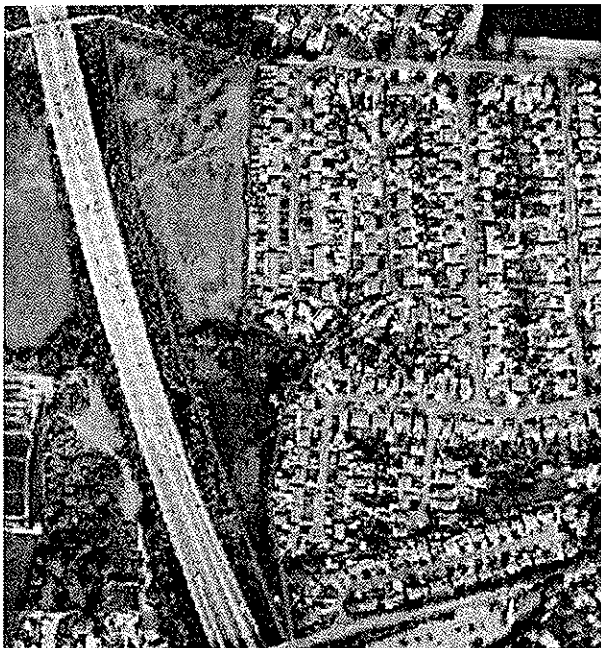
- Developer will have a list of main points to consider
- Stakeholders and public will be aware of proposals and can raise their concerns
- Councillors will be better informed on significant planning issues
- Officers will be better informed as to community expectations during their pre application negotiations with developers

Land at Scratchface Lane Site Plan



[Click plan for full size image](#)

Aerial Photo of land at Scratchface Lane



[Click photo for full size image](#)

Planning History

- Saved policy H4 of the HBDWLP 1996-2011 which forms part of the Havant Borough Local Development Framework identifies the site as a Reserve housing site.
- The policy states that the Net Site Area is 1.77 ha and an indicative dwelling number of 65 is given.
- In 1992 an Appeal Decision relating to the narrow triangle of land at the southern end of the site (for 36 Dwellings) was Dismissed.

Reserve Site History

- The site was allocated as a Reserve housing site in the First Deposit Plan of the HBDWLP 1996-2011.
- As a result of objections received and the Council's preference for other sites the allocation was subsequently deleted from the Revised Deposit.
- This led to an objection from the site promoter.
- The HBDWLP Inquiry Inspectors Report (April 2004) recommended that the Plan be modified by reinstating the site as a Reserve housing site, with an estimated contribution of 65 dwellings.
- The HBDWLP 1996-2011 Statement of Decisions and Reasons on Objections to the Proposed Modifications (August 2005) confirmed the modification to reinstate the site as a Reserve housing site.

Policy Background

- Planning Policy Statements
- South East Plan
- Saved Policies from Local Plan (HBDWLP)
- Contributions Policy (SPD)
- Supplementary Planning Guidance

Key Planning Issues

- **Principle of Development**
 - Allocated as a Reserve housing site subject to saved Policy H4 of the adopted HBDWLP
 - Outline planning application likely, an indicative layout showing 95 units has been provided.
- **Built form and Design**
 - Context within Bedhampton
- **Trees and Wildlife**
 - Trees on site are subject to TPO's
 - Stream corridor and nearby designated sites
 - Possible impact on protected species
- **Environment**
 - Drainage and flooding
 - Surface water drainage
 - Foul drainage issues
- **Residential Mix**
 - Can the number and size of flats and houses fit
 - Is the mix of house types and sizes acceptable
- **Highways and Access**
 - Assessment of additional traffic generation and highway impacts
 - Access from Brooklands Road
 - Accessibility to public transport
 - Parking issues
 - Pedestrian and cycle provision
- **Noise Issues**
 - Impact of Traffic Noise
 - Design/landscaping implications
- **Open Space**

- Location and uses of land
- **Historic Environment**
 - Archaeological issues

Consultee Responses

Written Comments

Havant Borough Council Planning Policy

- The policy position on the Scratchface Lane proposal principally concerns the acceptability of developing this Reserve housing site.
- The Development Plan provides the main planning policy considerations. This includes national planning policy, regional policy set in the South East Plan and also the Saved Policies from the Havant Borough District Wide Local Plan.
- The key policies relevant to the principle of this proposal are contained in:
 - PPS3 - which requires an authority to demonstrate a five year supply of deliverable housing sites;
 - Policy H1 from the South East Plan – which sets a housing target for Havant borough equating to 315 dwellings per year; and
 - Saved Policy H4 of the HBDWLP – which identifies three Reserve housing sites (Scratchface Lane; Hampshire Farm, Emsworth and Goldring Close, Hayling Island.) N.B. This is an adopted Saved Policy and cannot be revisited or changed except through the emerging Local Development Framework –Development Delivery (Allocations) Plan
- In addition to these policies other material considerations of note are:
 - That housing completions in the borough are now 67 dwellings below target. This is expected to get worse after the 2009/2010 housing completion data is received; in addition
 - There have been two appeals allowed on Reserve housing sites elsewhere in Hampshire. These effectively established the principle of releasing existing Reserve housing sites and in both cases gave significant weight to ensuring a continuous housing supply.
- The Saved Policy H4 Allocation was for 65 dwellings - that was an indicative number based on what the developer put forward to the Local Plan Inquiry. The proposal for 95 dwellings has to be considered on its detailed merits.
- All these factors support the principle of the release of this site for housing development. Planning Policy officers are of the opinion that on the basis of the current Development Plan and other material considerations any attempt to refuse permission for the principle of this development is unlikely to be supported by an Inspector at appeal.

Environment Agency

- Site partly within Source Protection Zone 1 and overlies a principal aquifer, these are located in the southern most portion of the development boundary.
- Likely that the site has particularly shallow groundwater level at present.
- Controlled waters are extremely sensitive to contamination.
- Potential development is greater than 1ha and within flood zone 1 and therefore requires a Flood Risk Assessment - this should consider the site's vulnerability to flooding from all sources and include drainage strategy to assess and mitigate the effect of the development on surface water runoff.
- Drainage system should accommodate surface water runoff according to following criteria:
 - Discharge from site should be no greater than from existing site up to 1 in 100 year storm event plus 30%; surface water discharged must not exceed greenfield runoff rate; long term storage must be provided for additional runoff volume generated.
- Welcome use of SUDS however careful consideration required where discharges enter controlled waters.
- Would object to the use of SUDS within the Source Protection Zone 1, unless risk to

groundwater can be sufficiently protected.

- May require a hydrogeological risk assessment to support drainage design.
- Drainage requirements need consideration at an early stage. The ownership and responsibility for maintenance of the system should be established.
- Brockhampton Brook should not be culverted.
- Consent of EA required for any works in, over, under or within 8m of Bedhampton Brook. This consent will only be issued if the works do not increase flood risk or EA's other functions.
- Bedhampton Brook is a key environmental asset, with potential to support a mosaic of habitats and range of species. Opportunities should be sought to enhance and protect sensitive features. Should be no gardens backing onto the stream and no development within 8m.
- EA particularly interested in all wetland habitats and species and request detailed information on likely impacts and mitigation including ecological surveys and proposed enhancements and creation of habitats.
- Provision for retaining green corridors and networks within the site and from site to surrounding landscape.
- Future site management of retained and created habitats, for the benefit of biodiversity.
- Recommended existing nature conservation features within and adjacent to site be incorporated into site design and protected from change.

Natural England

- Site approximately 1.2km from Langstone Harbour SSSI. Langstone Harbour SSSI is a component of Chichester and Langstone Harbours Special Protection Area (SPA) and Ramsar site and also a component site of Solent Marine Special Area of Conservation (SAC). The land is also 3km from Portsdown SSSI.
- Adverse impacts unlikely on these designated sites, indirect effects to be assessed in any application with mitigation where appropriate.
- Recommended at the very least new developments should be able to incorporate NE 's Accessible Natural Greenspace Standards.
- Accessible carefully planned green space, will encourage residents daily recreational activities and provide green infrastructure for species dispersal and biodiversity.
- Establishment of continuous green links is important in context of climate change.
- Green infrastructure can be integrated in the functional design of buildings, i.e. SUDS, flood control and features such as green roofs. Application should show how development will contribute to the Green Infrastructure of the Borough.
- Support adoption of sustainable design and construction practices.
- Strongly recommend that water resources fully investigated both supply and disposal.
- Proposals should include an assessment of impacts on any Sites of Importance for Nature Conservation (SINCS) locally and enhancement opportunities explored.
- Surveys for protected species should be carried out within the area affected by development. Details of assessing and mitigation requirements provided.
- Development should avoid adversely impacting the most important wildlife areas within the site, and provide opportunities for overall wildlife gain.

Highways Agency

- No comments to make at this stage.

Hampshire Fire & Rescue

- Provision should be made within the development to satisfy the requirements of the Building Regulations Approved Document B Section B5 and the Hampshire Act 1983 Section 12.
- Suitable water supplies should be provided to satisfy the requirements of the Fire and Rescue Service Act 2004.

Portsmouth Water

- The existing water distribution network will be able to accommodate this development.

Southern Water

- There are existing flooding issues with the sewers in Brooklands Road and Maylands Road. I would anticipate that Southern Water would consider the development of this land to be premature until adequate sewerage infrastructure is provided.
- There are mechanisms whereby a developer can influence the duty of the sewerage undertaker (e.g. Southern Water) to provide the required infrastructure at a time to suit his requirements.
 - (a) Developers are entitled to requisition new sewers to meet their needs under Section 98 of the Water Industry Act or
 - (b) they may enter into an upsizing agreement with the undertaker.
- In both cases there are certain financial conditions that would have to be met and there is no obligation for the developer to enter into any such agreement (although of course there may be specific planning conditions placed on a development specifying the nature of any connection to the sewerage system and/or works to be completed prior to making such a connection).
- The developer could obtain more information about the available capacity in the public sewerage system in the vicinity of the site by requesting that a hydraulic analysis (capacity check) of the sewers in the area be undertaken. This would identify (i) the nearest point on the sewerage system at which sufficient capacity exists and/or; (ii) identify the extent of any reinforcement/upsizing works that may be required to accommodate the anticipated design flows. On completion check the developer and or planning authority could then decide whether either of the two mechanisms mentioned above would be appropriate for providing the necessary sewerage infrastructure.

Havant Borough Council Tree Officer

- Should the applicant submit an application for 'Outline Permission' then it would be valuable to receive Arboricultural input stating that the TPO trees on site will be retained where possible with an indication as to the way forward to facilitate their protection.
- Where an application for 'Full Permission' is sought then a full Arboricultural Implications Assessment (AIA) will be required in conjunction with the application.

Havant Borough Council Special Projects Engineer.

- Northern part of site is known to be wet at higher ground levels. A suitable land drainage scheme needed to deal with this groundwater. Unlikely ground based SUDS systems will be able to work efficiently in this geology, full hydrological study required.
- To the south of the site, geology is tending towards chalk. Will allow limited use of ground-based SUDS features. However the nature of the chalk and its connection with the local water supply may limit this opportunity.
- The watercourse crossing the site has the status of 'main river'. The EA has powers over its management and maintenance. An opportunity to create a pond or other SUDS-related feature here, however this needs to be proved in the context of the overall geology and hydrology.
- The watercourse enters a system of culverts east of the site. The inlet structure is prone to blockage. The EA would probably require improvement works to be undertaken. The culverts also have limited capacity with history of severe flooding downstream of the site caused by a combination of capacity in the pipes and overland flow due to obstruction of the inlet grille.
- Land drainage to the north of the site discharges to Scratchface Lane. There is a history of flooding downstream caused by overland flow arising from obstruction of the inlet grille. There is at present an unresolved issue with the landowner regarding maintenance of this inlet grille.
- The public foul system, managed and maintained by SW, is known to have a number of capacity constraints, in particular at the eastern end of Brooklands Road. Foul sewer flooding has occurred in properties in Brooklands Road. SW will need to approve any connection to the foul system and may require improvement works before awarding consent.

Havant Borough Council Environmental Health

- Environmental Health's concerns principally relate to high levels of traffic noise to which the proposed dwellings would be exposed.
- Previous assessments of noise levels on the site have established that most of it would fall into Noise Exposure Category B with part at the southern end falling within NEC C.
- Concern was that the previous measurements, whilst carried out within accepted methodology, might under estimate the noise levels that first floor windows facing the motorway would be exposed to due to the topography of the site. Discussions have taken place with the applicant's noise consultant and agreement reached on a mutually acceptable measurement regime to monitor current noise levels at the site.
- Provided the survey establishes that the area of the site to be used for dwellings falls within NEC B, and will continue to be so following the opening of the A3 Hindhead tunnel in 2011 (with a likely consequential increase in traffic flow and particularly that of HGVs), anticipate that it will be necessary to apply a condition to any planning consent requiring submission of a scheme to insulate the dwellings against traffic noise to achieve a satisfactory internal environment.

Havant Borough Council Urban Design

- At the outset the applicant needs to show:
 - Features to be retained and lost e.g. trees, hedges etc.
 - The site's constraints i.e. noise, flooding, contours.
 - Concept plan - This ensures the scheme has a clear character and unique identity. In addition to the above, the applicant needs to set out the key elements that help define this place. For example, its green and leafy setting, its central focal space and distinctive relationships between the buildings and public realm.
- **Layout – Street pattern**
 - Unnecessarily complicated. Negative effect on streetscape, character, legibility and sustainability.
- **Layout - Pedestrian only paths**
 - Avoid pedestrian/cycle only paths. Pedestrians and cyclist should not be segregated from traffic.
 - Routes behind units 26-29 and south to Portsdown Hill Road are therefore unacceptable in principle.
 - Scratchface Lane/Roman Road – the layout has a negative effect on this important pedestrian and cycle route.
- **Relationship between the buildings and public realm**
 - Streets are not well defined with poor continuity and enclosure.
 - Approach design with pedestrians as a priority.
 - Effort should be made to minimise dead frontage.
 - Landmarks and gateways not apparent particularly at the entrance, junctions/corners and surrounding public open spaces/focal points.
- **Focal point/open space**
 - Does the scheme have a focal space?
 - Where are the areas for play and casual recreation? The central green space appears to have issues with drainage and therefore may not be suitable.
- **Other points**
 - Need to consider boundaries between the development and Hillmead Garden.
 - Concerned about impact of noise, particularly in the northern half of the site.
 - SUDS/sustainability – Will SUDS be incorporated? Any other features?
 - Detailed landscaped plan required.
- **Conclusion**
 - I am not satisfied that the applicant can accommodate 95 houses on this site.
 - The scheme lacks character and a sense of place. I recommend the applicant reconsiders the layout and produces a more considered Masterplan for the site.
 - The Urban Design and Landscape Team would be happy to engage in pre-application discussions with the applicant.

Havant Borough Council Housing Services Manager

- The Council's Affordable Housing Policy states that for all sites over 15 dwellings there is a requirement to provide 30% Affordable Housing. As this is a medium suburban development an argument can be made that a higher proportion of affordable housing could be provided in line with the PUSH Common Affordable Housing Policy of providing up to 40% affordable homes. There is high demand for social housing in the borough with over 2,800 households waiting for social housing.
- The Council is seeking developers to provide Affordable Housing to the highest quality in terms of scheme design standards with an emphasis on space standards, design, layout, long term management and environmental quality.
- Affordable homes built before March 2011 will need to be constructed to the standards required for the Code for Sustainable Homes Level 3 and thereafter Level 4 or higher. A development of this size would justify the provision of renewable energy, combined heat and power scheme or district heating scheme.
- The Affordable Housing will be fully integrated with the market housing resulting in a mixed tenure community. Affordable Housing should be indistinguishable from the market housing in terms of appearance and meet the Council's required design standards.
- A mix of Affordable Housing dwelling types and sizes will be provided to meet the wide range of identified housing needs. For this site, the ideal requirement is for two and three bedroomed family houses as well as providing a small number of one bedroom homes. There is also high demand for one and two bedroomed flats. The Council may identify a need to include some homes for people with support needs such as mobility units or supported housing.
- The provision of the Affordable Housing will be on site. The Affordable Housing land will be transferred to a housing association (requirements specified). The Affordable Housing will be managed by a housing association to be agreed with the Council.
- Requirements for the allocation and letting of Affordable Housing specified.
- An Affordable Housing Statement should accompany a planning application (requirements specified).

Havant Borough Council Development Engineer

- The development at Scratchface Lane is below 100 residential units and therefore not of a sufficient size for the highway recommendations to be made directly by Hampshire County Council (as the Highway Authority). The evaluation of the transportation aspect of the planning application will be carried out by Havant Borough Council's Development Engineer acting under Highway Agency arrangements. However, in light of the fact that the development is close to the threshold the County Council will continue to be involved.
- The Transport Assessment will need to quantify the amount and type of all traffic that the proposed development will generate. This will include alternative means of travel other than the private motor vehicle. A Travel Plan will be required identifying a range of specific measures to ensure that residents and visitors have a realistic alternative to travelling to the site by the private car.
- There are likely to be significant transport implications arising from this proposal and the impact of the development will need to be quantified, understood and mitigated against by a variety of measures.
- A traffic scoping meeting has already been held with the Developer's traffic consultant and it has been agreed that capacity of the roundabout at Portsdown Hill/Maylands Road, the traffic signals at Hulbert Road, and the junction of Scratchface Lane with Hulbert Road will be need to be evaluated. There is some concern about on-street parking on the surrounding residential roads and it has been agreed that traffic parking surveys will be carried out. These will be carried out in Brooklands Road and Maylands Road to investigate the ability of these roads to carry the additional traffic generated by the development. The results of all these studies will be submitted as part of the planning application.
- The design of the proposed junction for the new development onto Brooklands Road will need to be submitted to the Highway Authority (HCC) for their preliminary approval prior to the granting of planning permission.
- The planning application will need to demonstrate that satisfactory servicing arrangements can be provided during construction and that the development will provide adequate parking for both vehicles and cycles both when it is completed and during the construction period when

temporary parking for building operatives will be imperative.

- The future application will need to demonstrate the phasing and sequence of construction, including the proposed routes of construction traffic and the measures that will be implemented to stop mud being deposited on the highway.
- The internal layout of the development should provide an environment conducive to walking and cycling. The development will be required to provide an attractive north-south pedestrian link through the site.
- The developer will be required to make a contribution in line with Hampshire County Council's Transport Contributions Policy. The contribution will be toward mitigating against the impact of the development on the surrounding highways and transport network.

Public Open Spaces

- Ideally, the site should have an audit carried out under Planning Policy Guidance note 17 (2002) to inform discussion of the strengths and weaknesses / areas of possible improvement in relation to open space.
- Guidance given on open space and avoidance of antisocial behaviour.
- No requirement for equipped playground or ball sports facilities as these already exist in Scratchface Lane open space some 300 metres away.
- One of the strengths of this land is its link to Gundymoor Wood. There may be an opportunity to improve access. Care must be taken not to introduce opportunities for anti-social behaviour on pedestrian link to the woods.
- It is preferable to have houses face onto any shared space. Central 'squares' incorporating a small grass area, shrub beds, seating or similar features that provide a focal point at which to meet can be quite effective.
- There is a need in the borough for more allotment or community garden land and there is opportunity to address this by utilising this land. Whilst not ideal for allotments it would not be impossible to locate them. Possible requirements for allotments provided.

Hampshire County Council Archaeologist

- The site lies within an area of archaeological potential. Although there are no known sites or findspots within the holding itself there are a number of significant archaeological sites nearby, and the absence of finds should be considered to reflect the lack of investigation rather than a genuine absence of archaeology. Important archaeological sites nearby. Roman road runs along the northern boundary of the proposed development site. There are further finds and sites of prehistoric date within the area and it is likely that previously unknown archaeological sites will be affected by the development. Any planning application should seek to address the potential archaeological impact of the development.
- Although there are unlikely to be any overriding archaeological constraints I would strongly recommend that an archaeological evaluation - geophysical survey and trenched evaluation - be undertaken prior to the submission of any detailed application.

Other Comments

- In addition to the above consultation responses the following consultations were carried out, however responses have not been received:
 - RSPB;
 - HCC Rights of Way;
 - HCC Education;
 - Hampshire Wildlife Trust;
 - Open Space Society;
 - Friends of the Earth;
 - HCC Minerals;
 - County Planning Officer;
 - Southern Electricity.
- Any comments received post DCF will be forwarded to the Developer for consideration.
- In addition HCC Highways have not commented directly (comments received from the Development Engineer) as the development is below 100 residential units and therefore not of

a sufficient size for the highway recommendations to be made directly by Hampshire County Council).

- Notification of this DCF was sent to nearly 200 nearby addresses and 49 letters have been received as a result (not including those received by Councillors). It is intended that these will be forwarded to the Developer for consideration prior to the submission of any formal planning application.

Invited Speakers

Havant and Bedhampton Community Board

- Concerned about infrastructure.
- Flooding – natural springs? Or geology of the area? Clay ground conditions overlying chalk? Photos evidence this.
- A survey of the site needs to be carried out. Any further building needs to be stable.
- Drainage – building will exacerbate current situation. Storm water drainage is also a concern.
- Sewerage - capacity of existing pipes. Southern Water need to be consulted. Who pays for the improvement of the existing system?
- Noise pollution – Proximity to the A3 is a concern. Limited use of existing gardens therefore likely issue for future development. Additional traffic from Hindhead tunnel.
- Air pollution – Environmental Health should be consulted.
- Traffic – access and exit. Increased traffic flows. A traffic plan will be required. A second access should be investigated with the outcome made public.
- Public transport – nearest bus stop is a significant distance from the site – 600m? Details of public transport should be included in a Travel Plan.
- Services – Schooling – nearest primary school is 1.2km away (Bidbury infant and junior). Hampshire Education should be consulted.
- Doctor – 2km away – additional provision provided? Public transport implications?

West Bedhampton Residents Association

- Council are acting prematurely as this is a 'greenfield' Reserve site. Policy CS8 is not being met. The Issues and Options DPD will not be published until later this year. Council should ensure own policies are adhered to. Previously developed land should be used. Publicly accepted plans should be adhered to. Allocations plan should be detailed and therefore feed into development of 'greenfield' sites. New planning policy was issued in December 2009 which dealt with Reserve housing sites. Another 'ghetto' will be created. Mix of housing in the borough unacceptable.

North Hill Bedhampton Residents Association

- Local residents have historically objected to this site. Objections were ignored because the accessibility matrix was flawed. This has not been updated. The more recent SA scored this site low and therefore it remains unsustainable.
- Flood risk and noise are issue. Adjacent to a SINC. SUDS need to be considered.
- Adequate drainage could not be provided. Local water flows would be interrupted causing flooding. Is stream to be culverted?
- Need for piles. Emergency access may impact on these. Assurances sought.
- The existing pond is not shown on the plan. How will water be dispersed?
- Traffic on A3 already leads to significant noise. Acoustic screening cost – has this been considered?
- LA's are required by law to reduce crime and anti social behaviour. Is location acceptable?
- Existing roads were not designed for additional traffic.
- Allotments – where would access and parking be?
- TPO's – should be respected. If trees were removed, would impact on bungalows.

Bosmere Hundred Society

- Borough wide view taken and involved in development proposals.
- Green fields should not be used. Previously developed land should be used first. Urban extensions should be rejected.
- The development provides a gap between Waterlooville and Havant.
- The site is only a Reserve site and there are alternative sites available. The number is too high. Shortfall of housing completions is not a justification for site's release.
- Silent Garden decision does not set a precedent.
- An Allocations DPD is being produced.
- A Sustainability Appraisal (SA) has been produced. The site in question has been designated as less favourable. This suggests it would not be considered under current documentation and policy guidance. The SA identifies a number of issues as to why this site is not suitable at this stage.
- The number of units is excessive.
- Noise and air pollution is a concern.
- Access – a single access point is inadequate. Additional access points should be explored.
- Drainage is inadequate. Surface and storm water drainage will need to be improved. The sewerage system will need to be improved.
- Archaeology – roman road will need to be identified.
- Overall position is that proposal is premature.
- The number of units has been increased and this is unacceptable.

Havant District Residents Liaison Group

- Standards and values eroded. Planning history including dismissal at appeal sets precedent.
- Traffic and infrastructure – A3M has been built increasing noise and other types of pollution. Up to date survey and assessment needs to be completed. Hindhead tunnel completion will increase traffic at this point.
- Flooding – springs. Geological survey with the Environment Agency should be completed.
- Access for emergency vehicles must be considered. Single route inadequate.
- Housing Association provision raises concern.
- Impact on existing houses regarding lack of infrastructure. This includes all services and statutory provisions.
- There will be no real benefit for the potential occupants. There are many negatives and few positives. Notwithstanding this it is acknowledged that additional housing is needed.
- Further consideration should be had.

Developers Response

- Principle issues clearly are highways, drainage and noise.
- Highways – Scoping meeting has taken place. Involvement in Local Plan Inquiry therefore historic understanding of the site.
- An alternative form of access is being considered.
- On street parking – car parking surveys to be completed at weekends.
- Mini roundabout surveys will be updated. Including a junction assessment.
- Scratchface Lane – Hulbert Road junction will be examined further regarding its capacity.
- The Transport Assessment will follow DfT guidance. This will include a Travel Plan which will inform the Transport Assessment.
- Drainage and flooding – Problems and issues acknowledged.
- Foul water drainage – consultation with Southern Water undertaken and are aware of restrictions. Further capacity studies will be undertaken. Including proposed mitigation measures.
- Surface water – aware of existing limitations of river and watercourse south of Scratchface Lane. Existing issues will be explored and potentially mitigated. Aware of ground water issues and further investigations will be undertaken.
- PPS25 will be adhered to. A flood risk assessment will be produced. SUDS will be considered. Attenuation of flows and discharge rates will be controlled.
- Noise – Up to date noise survey has been undertaken including variation of height on the site, issues relating to Hindhead tunnel, and noise from south.
- Noise has been considered over a number of years. Variations in noise from traffic on the A3

have been considered. The methodology has been agreed with Environmental Health. Extreme weather conditions were avoided.

- Traffic noise model takes into account topography of land. Results will be analysed in due course.
- Assessments based on flow rates and measured noise levels. Results will be robust enough to take account of Hindhead tunnel.
- Inherent and additional noise mitigation will be proposed including a variety of measures – such as façade treatments and boundary treatments.

Councillor Questions

- **Are you fully aware of the flooding problems - The EA have reported that the site is geologically unsuitable due to flooding and that water run-off should not exceed current levels?** Yes, have been for a long time. These issues are not raised within the SFRA. A detailed FRA will be completed. PPS25 will be adhered to.
- **Are you aware that existing public foul water sewer are not sufficient to serve existing housing?** Discussions with Southern Water are on-going.
- **Are you aware the funding to correct this is £1.5million?**
- **Are you aware Southern Water will object until upgrading of existing system?**
- **Are you aware the nearby junction is one of the noisiest in the UK?**
- **Are you aware of existing noise issues?** Yes, the most noisy area is dealt with separately. The site is not exceptional in terms of noise levels. NECB is not exceptional for residential development.
- **Are you aware the site was considered unsuitable for a cemetery?**
- **There is no public transport on Portsdown Hill Road – are you aware of this?** Existing services will be looked at in due course but it is accepted there is not currently any on Portsdown Hill Road.
- **40% Affordable housing – what mix of housing is appropriate here?** Affordable housing has been pepper potted however some clustering is acceptable. There is a significant need for Affordable housing in this area and therefore we considered that a higher than required proportion would be welcomed.
- **Why have you picked this site?** The site has been allocated for housing and recognised in the Local Plan.
- **What is your public transport scheme going to look like?** Can't say there will be an improved public transport system however, they will look at accessibility of the site – there is a bus stop within 600m of the site. The Travel Plan will address other opportunities such as travel vouchers.
- **Are you aware of the detrimental effects of air pollution from vehicles?** Yes.
- **What measures can you take to mitigate this?** The site has not be identified as AQMA.
- **What is the average width of the tree screening on the east side of the A3?**
- **How does this compare with the west side next to the Stakes Hill Lodge development?** No comparison has been made however this will be taken into account.
- **HBDWLP (para 3.67) recommends new tree planting – why is this not included?** Here to listen and will develop proposals in response.
- **What is the ratio of car parking?** Adopted parking standards will be met.
- **Would cars spill over onto surrounding roads?** Potential for cars on Brooklands Road but this can act as a traffic calming device.
- **Is there any provision for work vehicles?**
- **Will development push traffic into surrounding roads?** No, adopted standards will met.
- **Are you aware of the number of accidents that happen at the Belmont roundabout?** Yes, HCC have undertaken works to improve safety levels. Recent accident data will be considered for future proposals.
- **How can the large increase in traffic be accommodated?** HBC Development Engineers have asked for surveys to be undertaken which will be adhered to.
- **Are you aware of the anti-social behaviour problems in the area?**
- **Has Hampshire Constabulary been consulted, particularly regarding affordable housing?** No, affordable housing does not always mean anti social behaviour. Secured by Design will be considered.
- **Was report on flora and fauna available to the Inspector when he considered this site?**

No, as this was some years ago however current studies will feed into development proposals.

What Happens Next?

- Summary notes circulated to attendees (public fill in contact details)
- Officers will discuss outcomes with developer
- Developer will continue to develop proposals and consider issues raised by Forum
- Decision as to form of application and timing of submission rests with developer

Contact Details

The Case Officer for this scheme is David Eaves who can be contacted on 023 9244 6549 or via email at:

david.eaves@havant.gov.uk

If this information is difficult to read we can provide it in another format, for example in braille, large print, on audio tape or in another language. To request any of these formats please contact customer.services@havant.gov.uk.

[Return to Development Consultation Forum page](#)

Directgov

Havant Borough Council, Civic Centre Road, Havant, Hampshire PO9 2AX

APPENDIX 5

Copy of Community Consultation Exhibition Boards

INTRODUCTION

LAND OFF SCRATCHFACE LANE, BEDHAMPTON

INTRODUCTION

Crayfern Homes Ltd & Hermitage Housing Association are proposing to develop land off Scratchface Lane, Bedhampton for new open market and affordable housing. The site is an allocated reserve housing site in the adopted Havant Borough Local Plan.

The information contained in these boards is provided in order to provide the local community with information about the proposed scheme and seek their comments about it.

THE PROJECT TEAM

The Developer

Crayfern Homes Ltd – a reputable and responsible developer who have considerable experience of residential development and have undertaken many quality residential schemes in the locality.

Lead Consultant

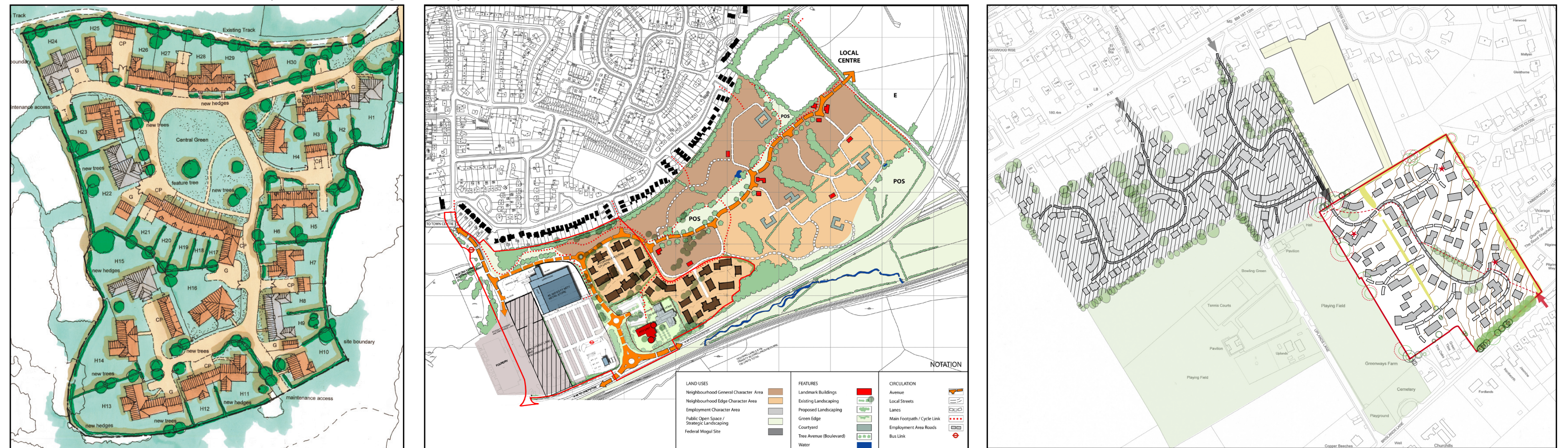
PRO Vision Planning & Design are independent town planning consultants, architects and urban designers and are leading the public consultation, planning application and design process. PRO Vision has extensive experience in progressing similar proposals and look forward to receiving your views on the proposed scheme.

Co- Consultants

A number of other consultants have been appointed to address the issues that the development of the site raises, namely:

- | | |
|---------------|---------------------------------|
| Highways | – Stuart Michael Associates |
| Noise Impact | – Alan Saunders Associates |
| Arboriculture | – CBA Trees |
| Ecology | – Hampshire Ecological Services |

Previous residential developments designed by Pro Vision



Previous residential developments by Crayfern Homes



SITE LOCATION

LAND OFF SCRATCHFACE LANE, BEDHAMPTON

SITE LOCATION

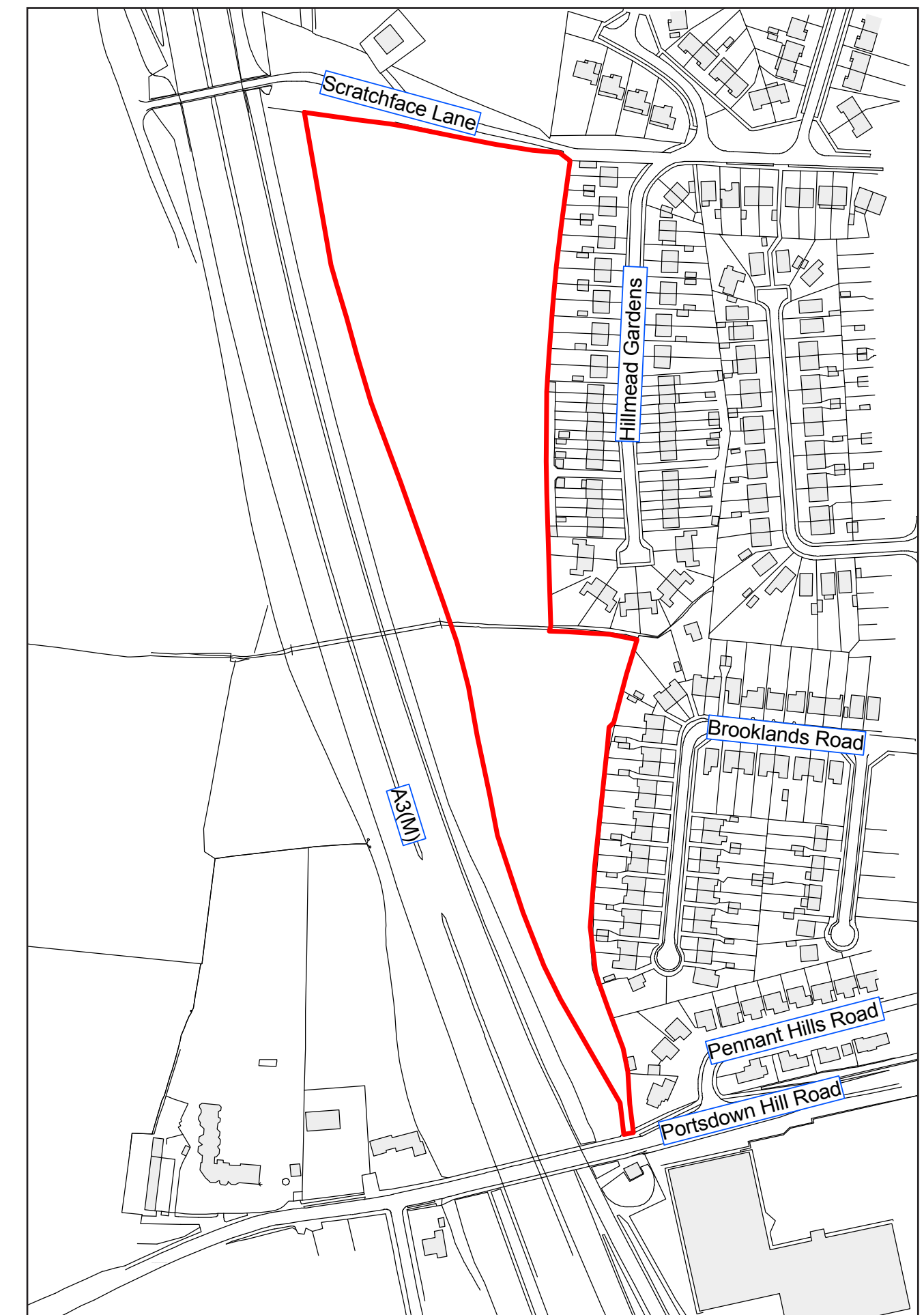
The site is located between existing housing (along Hillmead Gardens and Brooklands Road) and the A3 (M).



General Site Location



Aerial Photo



Site Location Plan

SITE AS EXISTING

LAND OFF SCRATCHFACE LANE, BEDHAMPTON

SITE AS EXISTING

As can be seen from the photographs, the site comprises undeveloped land that occupies an area of approximately 3.67 ha. The site is currently used for grazing, with the northern part of the site gently sloping down to the stream which passes through the site. The southern land parcel is also used for grazing and slopes gently up from the stream, becoming steep for a section adjacent to the dwellings in Brooklands Road before flattening out as one approaches the end of the site.

As the photographs show, the site contains a number of mature trees. Most of these are found along the site boundaries, particularly the northern and western boundaries although there is a group of trees along the stream corridor. This group, along with a couple of other trees are the subject of a Tree Preservation Order.



SITE ANALYSIS

LAND OFF SCRATCHFACE LANE, BEDHAMPTON

SITE ANALYSIS

The proposed site layout has been informed by and taken account of a site and contextual analysis as well as other development constraints / requirements such as the Tree Preservation Order that applies to the site, the Council's parking standards etc. Details of the contextual analysis are shown below.

The Site and Contextual analysis has revealed the following development constraints / opportunities:

The majority of development around the site is residential, with most houses being 1 or 2 storey detached or semi-detached properties;

A stream crosses the site which has resulted in localised flooding in the past. This stream has now been enmained by the Environment Agency and any development proposals need to preserve access to the stream corridor to enable access for maintenance;

The site is impacted to some extent by the adjacent A3(M) in terms of noise. However, a recent noise survey of the site has revealed that the majority of the site is suitable for residential development;

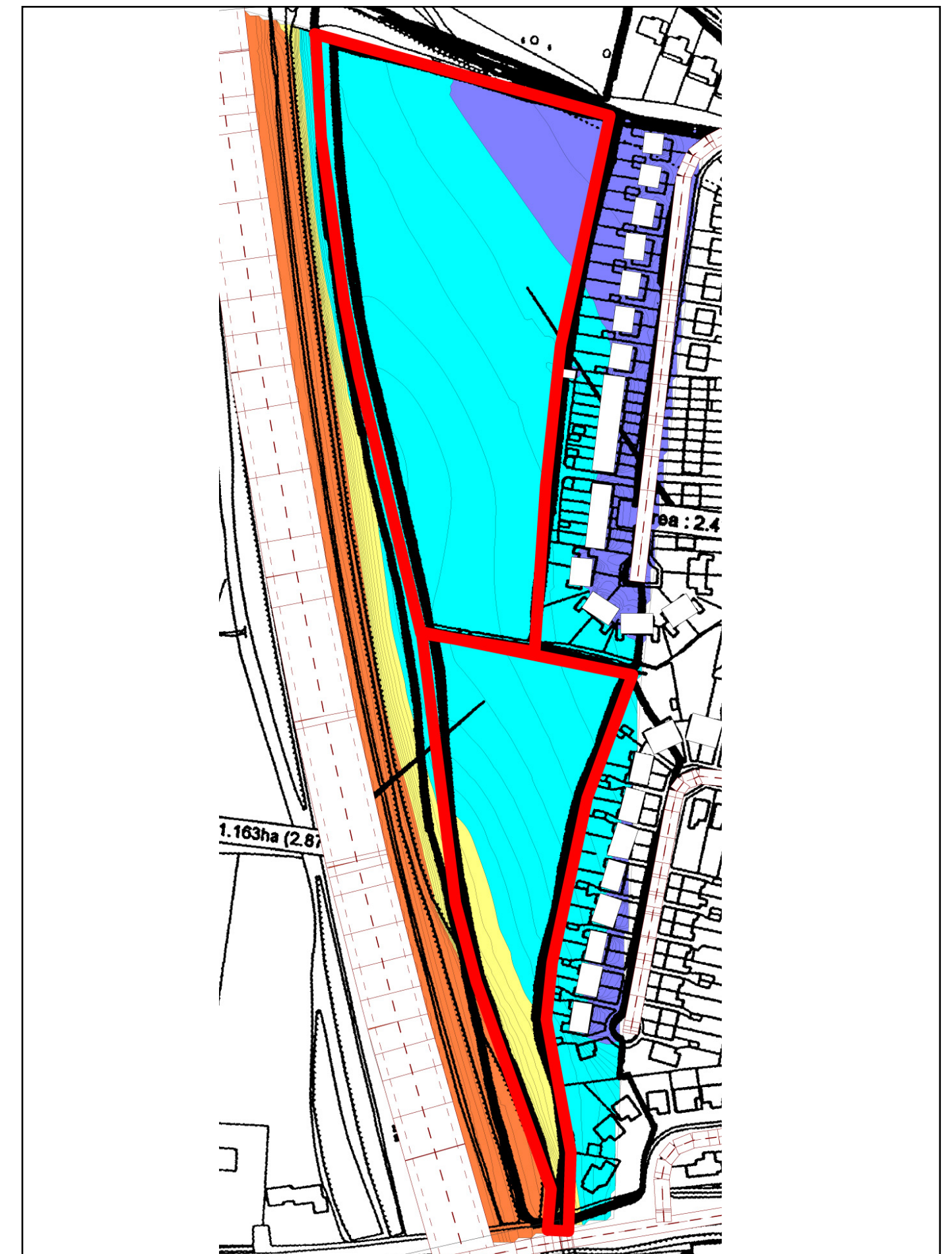
The land at the far southern end of the site is unsuitable for development and should be retained as informal open space. An opportunity also exists to create a direct connection between the site and Portsdown Hill Road to give future residents more direct access to public transport services and local facilities

There are a number of protected trees present on the site which need to be retained;

There is the route of a former Roman Road directly to the north of the site and hence there is the potential for archaeological remains to be present. The site has been assessed however and the likelihood of archaeological remains being present on the site is considered low.



Contextual Site Analysis



Noise Map

SITE CONSTRAINTS

LAND OFF SCRATCHFACE LANE, BEDHAMPTON

SITE CONSTRAINTS

Extensive work has been undertaken in assessing the principal constraints to the development of the site. These have been identified as:

- Noise (from the A3M)
- Surface and Foul Water Drainage
- Highways
- EA requirements in terms of the Main River (Bedhampton Brook) that passes through the site
- Protected Trees and their associated Root Protection Areas
- Ecology
- Archaeology

These constraints are clearly identified on the Constraints Plan shown opposite.

Noise

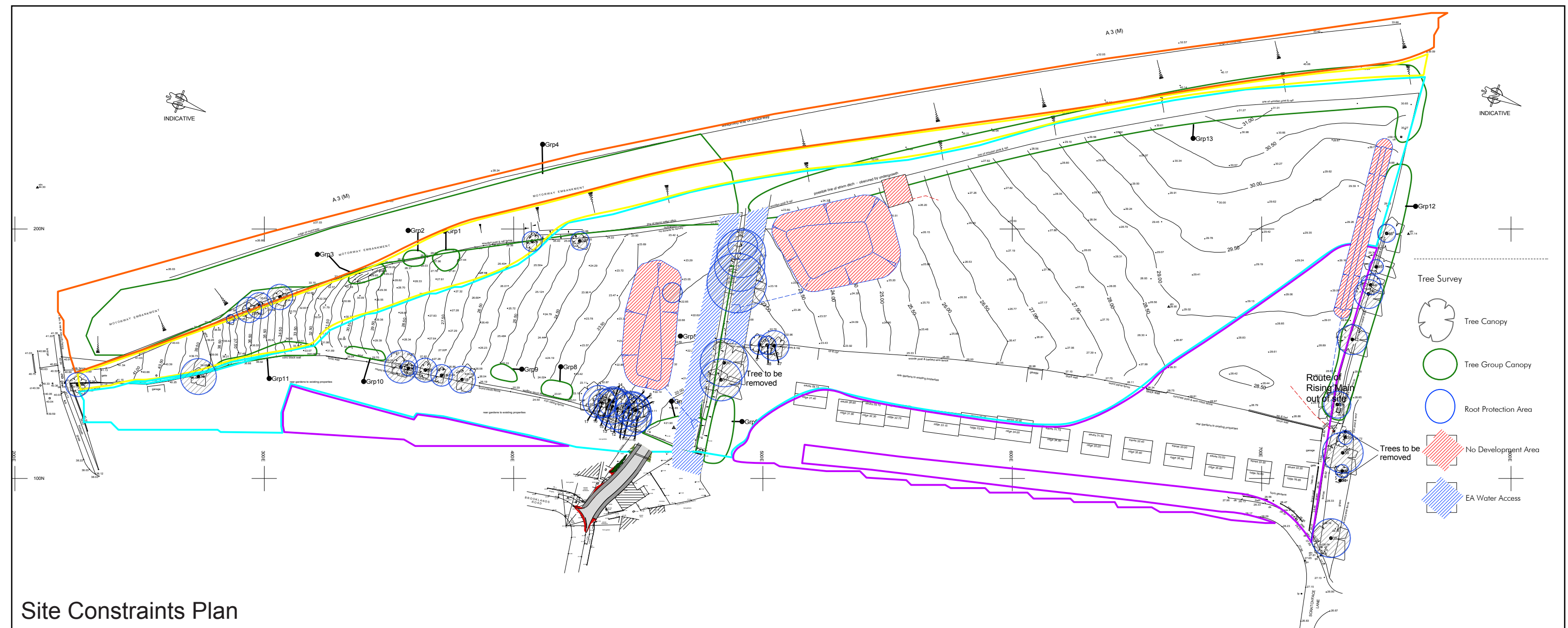
A further noise survey has been undertaken in accordance with a methodology agreed with the Council's Environment Health officers, which includes making an allowance for the potential increase in traffic that may occur, following the opening of the Hindhead Tunnel. The results of the latest survey demonstrate that the site would be suitable for residential development, with only a small area at the southern end of the site being unsuitable. It is proposed to use this area for the proposed allotment gardens.

Drainage

Detailed discussions have been held with both Southern Water and the Environment Agency regarding foul and surface water drainage. Southern Water has confirmed that the existing sewer in Scratchface Lane has sufficient capacity to accommodate the additional foul drainage flows that would be generated by the proposed scheme. A pumping station has therefore been proposed on the site to pump foul drainage to Scratchface Lane. This solution would ensure that the proposed scheme did not impact on or exacerbate the existing drainage problems in Brooklands Road.

Highways

Given that it has been demonstrated that the development potential of the site is greater than previously thought, this has led to the need to reconsider how access should be provided to the site. A revised form of access from Brooklands Road has now been agreed with highways officers at Hampshire County Council and details of this are shown on the Site Concept / Site Access board.



Site Constraints Plan

EA Requirements

It is a requirement of the Environment Agency that access needs to be preserved to the stream corridor to allow for essential maintenance. The Environment Agency require an 8m buffer zone to be provided from the top of the banks and this has been allowed for in the proposed site layout.

Protected Trees

There are a large number of existing trees present on the site, some of which are the subject of a Tree Preservation Order (TPO). The majority of both the TPO'd and non TPO'd trees would be retained, with only a few being lost to facilitate access between the two parts of the site across the Bedhampton Brook.

Ecology

The site is not designated as an area of nature conservation importance. It does however lie adjacent to an area of woodland to the north of Scratchface Lane which is designated as a Site of Importance for Nature Conservation (SINC). Although the site itself is of no designated nature conservation value, the site has been subject of a number of protected species surveys to ensure that the proposed development would not have an adverse impact on these.

Archaeology

Scratchface Lane (which is the route of a former Roman Road) lies directly to the north of the site. The archaeological potential of the site has therefore been assessed to determine whether there is a likelihood of archaeological remains being present on the site. The assessment, which has been agreed with the County Archaeologist, concludes that the potential for archaeological remains being present on the site is low. However, it has been agreed that a condition would be imposed on any planning consent, requiring further evaluation work to be undertaken, prior to development commencing.

DEVELOPMENT CONCEPT & SITE ACCESS

LAND OFF SCRATCHFACE LANE, BEDHAMPTON

CONCEPT & SITE ACCESS

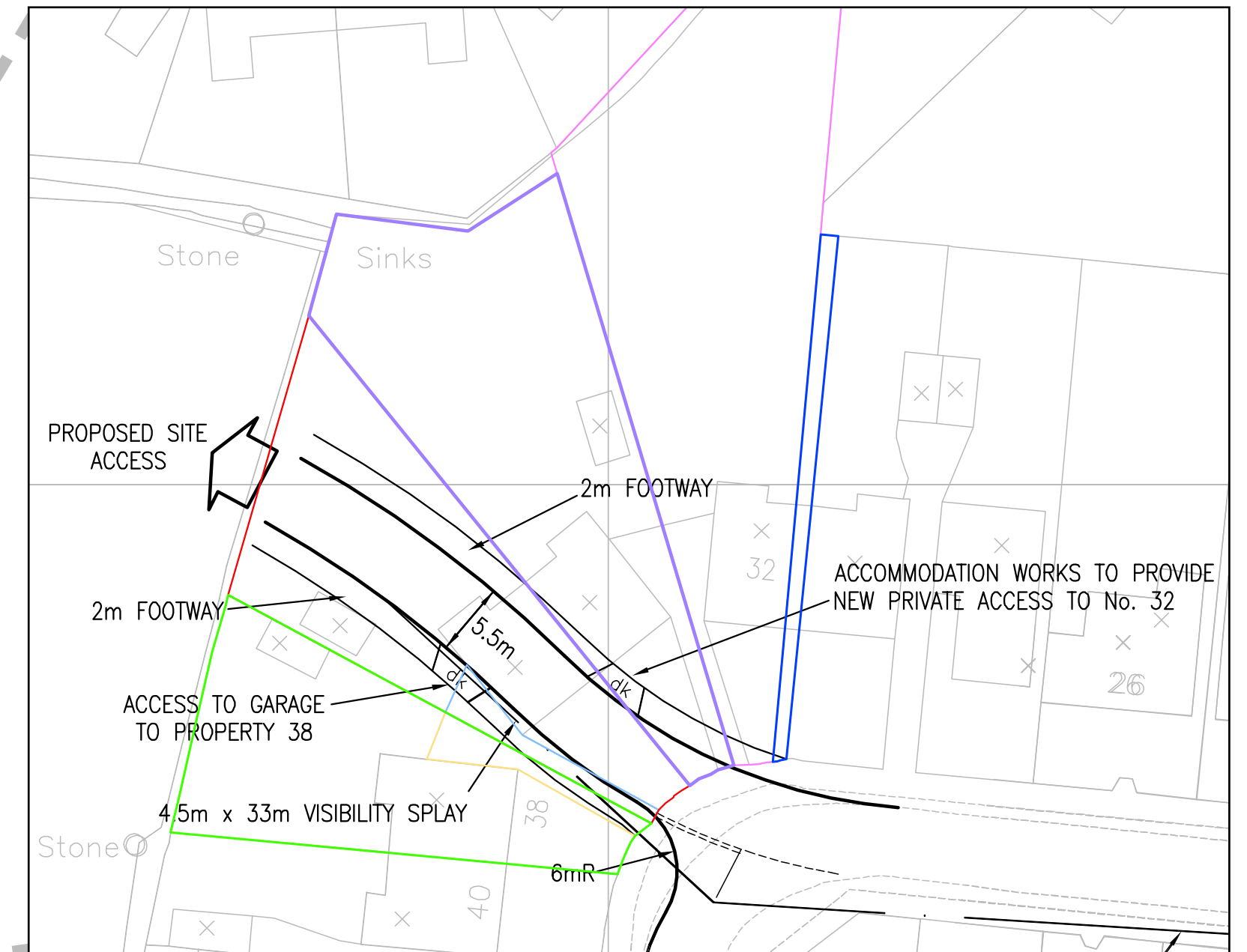
Site Concept

Consideration of the identified development constraints led to the creation of a concept plan, which demonstrates in diagrammatic terms, how development could be provided on the site in a way that creates an attractive development which has its own character, identity and sense of place. The site concept is based on a consideration of both the identified development constraints and the character of the site. The concept plan shows in diagrammatic form, the key concepts that the revised proposed site layout has been based on. These are:

- Access is provided from Brooklands Road, with Brooklands Road continuing into the site and the remainder of Brooklands Road forming a junction with the new road.
- The access road then 'arrives' in a central green open space that 'links' the two halves of the site and reflects the mature landscape character of the site.
- A tree lined avenue into the northern part of the site, which visually terminates at "The Green".
- The continuation of the access road northwards to provide a clear 'street' enclosed by housing on both sides, with a number of smaller 'closes' to the east of the main street. These would be separated by a number of green landscape "fingers" extending down from the site boundary to clearly define each area.
- The creation of a separate enclave of development on the southern land parcel, accessed through the central green open space.



Development Concept Plan



Site Access Plan

Highways

Given that the true development potential of the site has now been established, a revised site access has been agreed with Hampshire County Council, to reflect the increase in the number of units over that proposed in the Local Plan.

As shown on the plan above, Brooklands Road would now continue into the site and a new junction would be formed with the remaining section of Brooklands Road. The carriageway width at the entrance to the site would be 5.5m (enough for 2 lorries to pass each other comfortably). The access road would then narrow further into the site to 4.1m (enough for two cars to pass comfortably) to encourage lower vehicle speeds.

THE PROPOSED SCHEME

LAND OFF SCRATCHFACE LANE, BEDHAMPTON

SITE PROPOSAL

The proposed scheme seeks to balance the requirement to ensure the effective use of land and provide higher density development, with the need to provide a form of development that is attractive and respects the character of the site and the local area.

The density of the proposed scheme would be approximately 27 dph. This compares favourably with the adjacent residential areas which have densities of 24 dph (Brooklands Road) and 32 dph (Hillmead Gardens) respectively. It is considered that this is an appropriate density, given its constraints and the character of the area.

The draft site layout plan is shown below. The plan shows how the site could be developed for a total of 92 open market and affordable dwellings. Whilst this is 30 dwellings higher than the figure contained in the Local Plan, the fact that the proposed scheme has a density below 30 dph, clearly indicates that the estimate in the Local Plan is a serious under-estimate of the true capacity of the site.

The proposed scheme would comprise:

46 two bed semi detached or terraced houses;

40 three bed detached, semi detached or terraced houses; and

6 four bed semi-detached houses.

40% of these dwellings would be affordable dwellings for either rent or low cost shared ownership.

To reflect the character of the area, all of the proposed dwellings are 2 storey houses.



Site Layout Plan - North



Site Layout Plan - South

SUSTAINABILITY

LAND OFF SCRATCHFACE LANE, BEDHAMPTON

SUSTAINABILITY

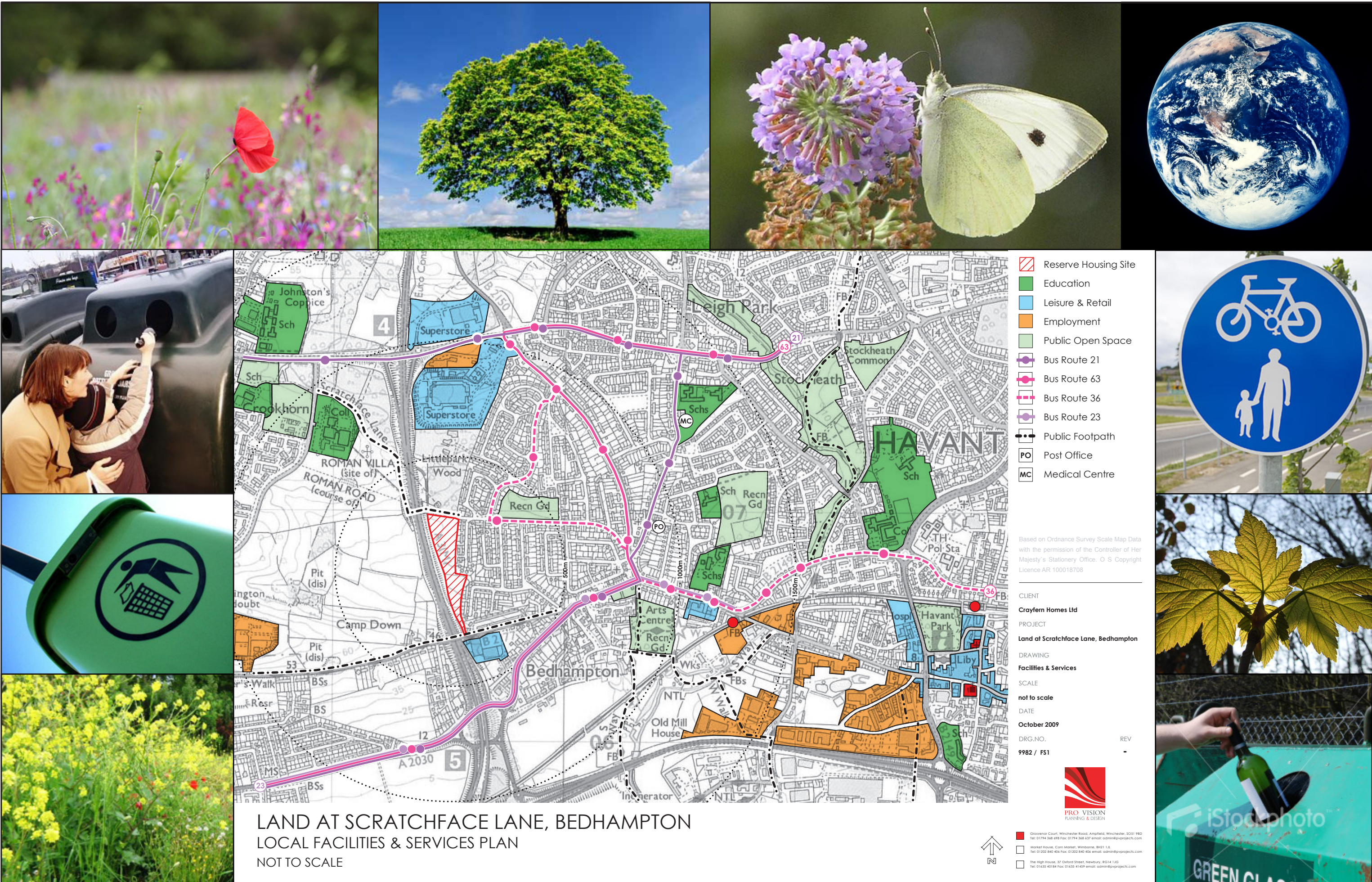
The proposed scheme would deliver a number of important sustainability benefits, namely:

All of the proposed affordable dwellings would be developed to Code for Sustainable Homes Level 3;

Sustainable drainage methods would be used to ensure that the development of the site did not result in localised drainage problems or localised flooding; and

The site is within viable walking/cycling distances of both local facilities in Bedhampton and higher order facilities and employment areas in Havant. The site is also with recognised walking / cycle distance of mainline rail services as well as being located close to frequent bus routes. Thus, future residents would be able to access local facilities and services and employment opportunities without having to rely on a car.

A plan which identifies key local facilities and services along with bus routes and shows their proximity to the site is shown below.



APPENDIX 6

Copy of responses received following Community Consultation

CONSULTATION RESPONSES “YES”

COMMENT FORM

Regarding Crayfern Homes proposals for development at
Land off Scratchface Lane, Bedhampton

Name

Address

Do you support the proposals?

☒ Yes

☐ No

☐ Yes with reservations

☐ Don't know

Comments

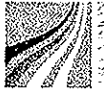
Traffic, pollution
flooding parking
flooding

Please return your comments to:

Jeremy Higgins, Pro Vision Planning & Design,

Grosvenor Court, Winchester Road, Ampfield, Winchester, Hampshire SO51 9BD

or via email to: j.higgins@pvprojects.com by 1 July 2010



COMMENT FORM

Regarding Crayfern Homes proposals for development at
Land off Scratchface Lane, Bedhampton

Name

Address

Do you support the proposals?

☒ Yes

☐ No

☐ Yes with reservations

☐ Don't know

Comments

very good

Please return your comments to:

Jeremy Higgins, Pro Vision Planning & Design,

Grosvenor Court, Winchester Road, Ampfield, Winchester, Hampshire SO51 9BD

or via email to: j.higgins@pvprojects.com by 1 July 2010



COMMENT FORM

Regarding Crayfern Homes proposals for development at
Land off Scratchface Lane, Bedhampton

Name

Address

Do you support the proposals?

☒ Yes

☐ No

☐ Yes with reservations

☐ Don't know

Comments

Wholeheartedly
support & wish
it to happen
asap.

Please return your comments to:

Jeremy Higgins, Pro Vision Planning & Design,
Grosvenor Court, Winchester Road, Ampfield, Winchester, Hampshire SO51 9BD
or via email to: j.higgins@pvprojects.com by 1 July 2010



COMMENT FORM

Regarding Crayfern Homes proposals for development at
Land off Scratchface Lane, Bedhampton

Name

Address

Do you support the proposals?

☒ Yes

☐ No

☐ Yes with reservations

☐ Don't know

Comments

Well thought out
development. Bringing
in new home buyers

Please return your comments to:

Jeremy Higgins, Pro Vision Planning & Design,
Grosvenor Court, Winchester Road, Ampfield, Winchester, Hampshire SO51 9BD
or via email to: j.higgins@pvprojects.com by 1 July 2010



COMMENT FORM

Regarding Crayfern Homes proposals for development at
Land off Scratchface Lane, Bedhampton

Name

Address

Do you support the proposals?

☒ Yes

☐ No

☐ Yes with reservations

☐ Don't know

Comments

Very Good idea
sooner the better

Please return your comments to:

Jeremy Higgins, Pro Vision Planning & Design,

Grosvenor Court, Winchester Road, Ampfield, Winchester, Hampshire SO51 9BD

or via email to: j.higgins@pvprojects.com by 1 July 2010



COMMENT FORM

Regarding Crayfern Homes proposals for development at
Land off Scratchface Lane, Bedhampton

Name

Address

Do you support the proposals?

☒ Yes

☐ No

☐ Yes with reservations

☐ Don't know

Comments

Good idea

Please return your comments to:

Jeremy Higgins, Pro Vision Planning & Design,

Grosvenor Court, Winchester Road, Ampfield, Winchester, Hampshire SO51 9BD

or via email to: j.higgins@pvprojects.com by 1 July 2010



COMMENT FORM

Regarding Crayfern Homes proposals for development at
Land off Scratchface Lane, Bedhampton

Name

Address

Do you support the proposals?

☒ Yes

☐ No

☐ Yes with reservations

☐ Don't know

Comments

Please make a final decision and
act upon it.

Please return your comments to:

Jeremy Higgins, Pro Vision Planning & Design,

Grosvenor Court, Winchester Road, Ampfield, Winchester, Hampshire SO51 9BD

or via email to: j.higgins@pvprojects.com by 1 July 2010



COMMENT FORM

Regarding Crayfern Homes proposals for development at
Land off Scratchface Lane, Bedhampton

Name

Address

Do you support the proposals?

☒ Yes

☐ No

☐ Yes with reservations

☐ Don't know

Comments

Good idea

Bring in families

Waiting to get on

the property ladder

Please return your comments to:

Jeremy Higgins, Pro Vision Planning & Design,

Grosvenor Court, Winchester Road, Ampfield, Winchester, Hampshire SO51 9BD

or via email to: j.higgins@pvprojects.com by 1 July 2010



COMMENT FORM

Regarding Crayfern Homes proposals for development at
Land off Scratchface Lane, Bedhampton

Name

Address

Do you support the proposals?

☒ Yes

No

☐ No

Yes with reservations

☐ Don't know

Comments



Please return your comments to:
Jeremy Higgins, Pro Vision Planning & Design,
Grosvenor Court, Winchester Road, Ampfield, Winchester, Hampshire SO51 9BD
or via email to: j.higgins@pvprojects.com by 1 July 2010



Please return your comments to:
Jeremy Higgins, Pro Vision Planning & Design,
Grosvenor Court, Winchester Road, Ampfield, Winchester, Hampshire SO51 9BD
or via email to: j.higgins@pvprojects.com by 1 July 2010

CONSULTATION RESPONSES “YES WITH RESERVATIONS”

COMMENT FORM

Regarding Crayfern Homes proposals for development at
Land off Scratchface Lane, Bedhampton

Name

Address

Do you support the proposals?

☐ Yes

☐ No

☒ Yes with reservations

☐ Don't know

Comments

It is absolutely essential that the slopply sloping ~~main~~ triangle of land bet the north end of the site has a purpose, at or else it will simply be land left over after development & will attract anti-social behaviour. Allotments may not be ideal but are desperately needed & would ensure legitimate use a lot of the time that would displace ASB. Simply calling the space 'open space' or 'community

Please return your comments to:

Jeremy Higgins, Pro Vision Planning & Design,

Grosvenor Court, Winchester Road, Ampfield, Winchester, Hampshire SO51 9BD

or via email to: j.higgins@pvprojects.com by 1 July 2010



PTD
PRO VISION

COMMENT FORM

Regarding Crayfern Homes proposals for development at
Land off Scratchface Lane, Bedhampton

Name

Address

Do you support the proposals?

☐ Yes

☐ No

☒ Yes with reservations

☐ Don't know

Comments

*Two main objections -
1. Allotments adjacent to what used to be a school by way of plans via main thoroughfare in S. of the school
2. Access objection to all traffic access via school - this is both illegal & dangerous - if the traffic is allowed access via school then it will allow traffic through north & east to use the school (as a school) (as a school) to use the school road / as a etc - and not forcing it to use the main thoroughfare for the school's purposes etc*

Please return your comments to:

Jeremy Higgins, Pro Vision Planning & Design,

Grosvenor Court, Winchester Road, Ampfield, Winchester, Hampshire SO51 9BD

or via email to: j.higgins@pvprojects.com by 1 July 2010



PTD
PRO VISION

CONSULTATION RESPONSES “NO”

COMMENT FORM

Regarding Crayfern Homes proposals for development at
Land off Scratchface Lane, Bedhampton

Name

Address

Do you support the proposals?

☐ Yes☒ No☐ Yes with reservations☐ Don't know

Comments

We would not allow the
extra traffic & activity that
will impact we have had to
walk through the flood
sewer system which
ing storm has been used
we requested that most of
way was in the area which
extra traffic
the noise from the A3M is too
much for us to take
The new site

Please return your comments to:

Jeremy Higgins, Pro Vision Planning & Design,
Grosvenor Court, Winchester Road, Ampfield, Winchester, Hampshire SO51 9BD
or via email to: j.higgins@pvprojects.com by 1 July 2010



COMMENT FORM

Regarding Crayfern Homes proposals for development at
Land off Scratchface Lane, Bedhampton

Name

Address

Do you support the proposals?

☐ Yes☒ No☐ Yes with reservations☐ Don't know

Comments

The volume of traffic coming
on Southampton Hill is left
along the road which is
very narrow and we have
and out-traffic traffic
Also we have road works
Also deep water works
Also the bridge works
I feel that the road is
at risk of land and old buildings
P.10

Please return your comments to:

Jeremy Higgins, Pro Vision Planning & Design,
Grosvenor Court, Winchester Road, Ampfield, Winchester, Hampshire SO51 9BD
or via email to: j.higgins@pvprojects.com by 1 July 2010



COMMENT FORM

Regarding Crayfern Homes proposals for development at
Land off Scratchface Lane, Bedhampton

Name

Address

Do you support the proposals?

☐ Yes☒ No☐ Yes with reservations☐ Don't know

Comments

TO MANY PLOTS OF BEDHAMPTON
HAVE ALREADY BEEN DESTROYED
IT IS NOW TIME TO STOP

Please return your comments to:

Jeremy Higgins, Pro Vision Planning & Design,

Grosvenor Court, Winchester Road, Ampfield, Winchester, Hampshire SO51 9BD

or via email to: j.higgins@pvprojects.com by 1 July 2010



COMMENT FORM

Regarding Crayfern Homes proposals for development at
Land off Scratchface Lane, Bedhampton

Name

Address

Do you support the proposals?

☐ Yes☒ No☐ Yes with reservations☐ Don't know

Comments

The risk of flooding is too great
from such a wet site.
Traffic will be a awful problem

Please return your comments to:

Jeremy Higgins, Pro Vision Planning & Design,

Grosvenor Court, Winchester Road, Ampfield, Winchester, Hampshire SO51 9BD

or via email to: j.higgins@pvprojects.com by 1 July 2010



COMMENT FORM

Regarding Crayfern Homes proposals for development at
Land off Scratchface Lane, Bedhampton

Name

Address

Do you support the proposals?

☐ Yes

☒ No

☐ Yes with reservations

☐ Don't know

Comments

More land should be made available from green belt leaving no less than 50% of the land in the green belt with the best soil in the area.

Please return your comments to:

Jeremy Higgins, Pro Vision Planning & Design,

Grosvenor Court, Winchester Road, Ampfield, Winchester, Hampshire SO51 9BD

or via email to: j.higgins@pvprojects.com by 1 July 2010



COMMENT FORM

Regarding Crayfern Homes proposals for development at
Land off Scratchface Lane, Bedhampton

Name

Address

Do you support the proposals?

☐ Yes

☒ No

☐ Yes with reservations

☐ Don't know

Comments

THIS PROJECT HAS DIVERTED
WATERWAYS AND OVER IT
NEEDS TO BE USED TO THE
LOCAL PEOPLE. THESE PROPOSALS
WILL FLOOD THEM AND WILL BEING
DEVELOPED LIKE THE ONE
IN FARMINGTON.

Please return your comments to:

Jeremy Higgins, Pro Vision Planning & Design,

Grosvenor Court, Winchester Road, Ampfield, Winchester, Hampshire SO51 9BD

or via email to: j.higgins@pvprojects.com by 1 July 2010



COMMENT FORM

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Land off Scratchface Lane, Bedhampton

Name

Address

Do you support the proposals?

☐

Yes

☒

No

☐

Yes with reservations

☐

Don't know

Comments

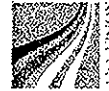
INCREASED CONGESTION - TRAFFIC @ THE BELMONT
R-A-13. NOISE (FROM M-WAY) DISTANCE FROM SERVICES
(WALKING DISTANCE?) LOSS OF GREEN LAND

Please return your comments to:

Jeremy Higgins, Pro Vision Planning & Design,

Grosvenor Court, Winchester Road, Ampfield, Winchester, Hampshire SO51 9BD

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Land off Scratchface Lane, Bedhampton

Name

Address

Do you support the proposals?

☐

Yes

☒

No

☐

Yes with reservations

☐

Don't know

Comments

Safety of young
children in the playground
could be

Congestion Belhampton Road

Please return your comments to:

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Name

Address

Do you support the proposals?

☐ Yes

☒ No

☐ Yes with reservations

☐ Don't know

Comments

I don't think this land
is suitable for housing at all
all, with all the traffic and ex-
posed the roads around the area
are unsuitable. Leave it to
green belt.

Please return your comments to:

Jeremy Higgins, Pro Vision Planning & Design,
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or via email to: j.higgins@pvprojects.com by 1 July 2010



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Name

Address

Do you support the proposals?

☐ Yes

☒ No

☐ Yes with reservations

☐ Don't know

Comments

THE MORE WE HAVE DISCUSSED
THIS PROPOSAL, THE MORE IT IS APPARENT
THAT THIS SITE IS NOT SUITABLE.

Please return your comments to:

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Address

Do you support the proposals?

☐ Yes

☒ No

☐ Yes with reservations

☐ Don't know

Comments

As you can see from the map, the site is in a very good location for a new development. It is close to the main road and has good access to the railway. The site is also close to the school and the park. It is a very good location for a new development.

Please return your comments to:

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Name

Address

Do you support the proposals?

☐ Yes

☒ No

☐ Yes with reservations

☐ Don't know

Comments

Area is accessible. Already roads nearby. Access is possible with parking area. Vehicle turning the corner is tight.

No further traffic is acceptable.

Also please see past comments.

Harriet - Fount of Haring

Please return your comments to:

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or via email to: j.higgins@pvprojects.com by 1 July 2010



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Land off Scratchface Lane, Bedhampton

Name

Address

Do you support the proposals?

☐

Yes

☒

No

☐

Yes with reservations

☐

Don't know

Comments

I have not been reassured on the
impacts that the added traffic will
have on Maylands Road/Bedhampton Road
& particularly the roundabout, which
is a particularly accident black spot.
I am also concerned about the
drainage of the

Please return your comments to:

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Name

Address

Do you support the proposals?

☐

Yes

☒

No

☐

Yes with reservations

☐

Don't know

Comments

The access should be reconsidered as
the amount of traffic using Broadlands Road
would significantly increase, this would cause
congestion to the mini roundabout at bottom
of Bedhampton Hill, also Broadlands Road
road already has problems passing now.
Why not create a slip road so all traffic
goes through the estate, causing less
inconvenience to residents. Also the
amount of affordable housing is causing
as it will only create more problems in
the Bedhampton area.

Please return your comments to:

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Name

Address

Do you support the proposals?

☐

Yes

☒

No

☐

Yes with reservations

☐

Don't know

Comments

This is a terrible development - totally inappropriate and not the right location. I have lived here many years but feel you have de-valued my home and my quality of life will be ruined.

Please return your comments to:

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Name

Address

Do you support the proposals?

☐

Yes

☒

No

☐

Yes with reservations

☐

Don't know

Comments

This is a serious development site, and it is Greenfield. Brownfield sites should be developed first.

Please return your comments to:

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COMMENT FORM

Regarding Crayfern Homes proposals for development at
Land off Scratchface Lane, Bedhampton

Name

Address

Do you support the proposals?

☐ Yes☐ Yes with reservations☒ No☐ Don't know

Comments

I WILL FIGHT TOOTH AND NAIL
TO HALT THIS PROPOSAL
IT'S A DISGRACE

Please return your comments to:

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or via email to: j.higgins@pvprojects.com by 1 July 2010



COMMENT FORM

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Land off Scratchface Lane, Bedhampton

Name

Address

Do you support the proposals?

☐ Yes☐ Yes with reservations☒ No☐ Don't know

Comments

Disagreed that you are going
to build on this land. It is
extremely unsuitable.
There is all sorts of problems
flooding - traffic - noise and it
is unreasonable to ask people to
live next to a motorway.

Please return your comments to:

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Regarding Crayfern Homes proposals for development at
Land off Scratchface Lane, Bedhampton

Name

Address

Do you support the proposals?

☐

Yes

☒

No

☐

Yes with reservations

☐

Don't know

Comments

Thank for advice on the proposals
We were not able to attend the
the meeting - sorry

Please return your comments to:

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or via email to: j.higgins@pvprojects.com by 1 July 2010



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Regarding Crayfern Homes proposals for development at
Land off Scratchface Lane, Bedhampton

Name

Address

Do you support the proposals?

☐

Yes

☒

No

☐

Yes with reservations

☐

Don't know

Comments

This will not give
us quality of life
nor the people in
the new housing

Please return your comments to:

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Name

Address

Do you support the proposals?

☐ Yes

☒ No

☐ Yes with reservations

☐ Don't know

Comments

SECTIONS. LAND DRAINAGE (FIELD FLOODS
IN HEAVY RAIN ACCESS (WATER ROAD)
BOUNDARY BETWEEN ADJACENT PLANNED
PRIVATE DRIVE & SITE (TWO SIDE ROADS)
CONCEPT NOT ACCEPTABLE BECAUSE WALLS AS
MINIMUM
LED TO BELIEVE WHEN HOUSE PURCHASED
AS HOUSE WOULD BE BUILT BETWEEN HIGHWAY
ADJACENT HIGHWAY AT THE POINT MEETING
WE WOULD BE TO BELIEVE SEVERE DRAINAGE
IS INADEQUATE AND WILL COST £1.5 MILLION TO
UPHOLD.

Please return your comments to:

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Name

Address

Do you support the proposals?

☐ Yes

☒ No

☐ Yes with reservations

☐ Don't know

Comments

TO MUCH TRAFFIC USE
OUR RD ALL DAY

Please return your comments to:

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Name

Address

Do you support the proposals?

☐

Yes

☒

No

☐

Yes with reservations

☐

Don't know

Comments

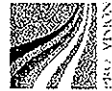
WHILE A NEW ACCESS IS PLANNED
THE ACTUAL POINT OF ACCESS STILL
REMAINS UNACCEPTABLE.
WITH THE AVERAGE OF 2 CARS PER HOUSE
AND ADDITIONAL WORKED VEHICLES PARKING
AT CARS ALONG BROADLEAFS ROAD WILL
INCREASE DUE TO THE CONGESTION AT THE
A.2 M ACCESS POINT.

Please return your comments to:

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Name

Address

Do you support the proposals?

☐

Yes

☒

No

☐

Yes with reservations

☐

Don't know

Comments

Too near railway - noise
unbearable on days with West wind
(most days)
Too many homes
Existing roads will be "rat runs" - doubling
amount of traffic on A215 & Patefield roads.
Possible increase in flooding - dispute
proposed water holding systems.

Please return your comments to:

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Name

Address

Do you support the proposals?

☐

Yes

☒

No

☐

Yes with reservations

☐

Don't know

Comments

1/ THE IMPACT ON THE LOCAL COMMUNITY
WOULD BE POSITIVE GIVEN IF THERE WERE
2 NO ACCESS ROADS TO THE PROPOSED DEVELOPMENT.
2/ I THINK THAT 40% OF THE DEVELOPMENT BEING
SOCIAL IS FAR TOO HIGH. THINKING IN MIND
THAT WE ARE ON THE DOWNSIDE OF THE BIGGEST
CARBON BUDGET IN BRITAIN.

Please return your comments to:

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Name

Address

Do you support the proposals?

☐

Yes

☒

No

☐

Yes with reservations

☐

Don't know

Comments

Unwanted Cray to
build on these fields and
create blockage of
Traffic at Scratchface Lane
Belmont shaft opening
Pressure of schools, Doctors
I could give on but what
the use. Buy
www

Please return your comments to:

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Name

Address

Do you support the proposals?

☐ Yes

☒ No

☐ Yes with reservations

☐ Don't know

Comments

in my view the proposals for the development of the site are not viable as the site is too small to develop and the surrounding area is not suitable for development. I am not in a position to make a decision on the proposals at this time.

[Signature]

Please return your comments to:

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Name

Address

Do you support the proposals?

☐ Yes

☒ No

☐ Yes with reservations

☐ Don't know

Comments

I've no objections to the proposals but I do have concerns about the access to the site. I would like to see the access improved and the site better integrated into the surrounding area.

Please return your comments to:

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Name

Address

Do you support the proposals?

☐ Yes

☒ No

☐ Yes with reservations

☐ Don't know

Comments

I do not support any more houses to be built in the area as we have been flooded several times with sewage which is disgusting. The traffic is too much to handle and more added will round a road that was dangerous with accidents occurring on a regular basis.

Please return your comments to:

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Name

Address

Do you support the proposals?

☐ Yes

☒ No

☐ Yes with reservations

☐ Don't know

Comments

Having been flooded on numerous occasions plus raw sewage.

Please return your comments to:

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Name

Address

Do you support the proposals?

☐ Yes

☒ No

☐ Yes with reservations

☐ Don't know

Comments

I've seen a sketch of the
also the number of cars going through
to the main road via major
can be used to be reduced at
the bottom of the road with
they should be a high level

Please return your comments to:

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Name

Address

Do you support the proposals?

☐ Yes

☒ No

☐ Yes with reservations

☐ Don't know

Comments

Scratchface is still a major concern
for me and from the consultation
meetings there is not enough
evidence that this has been
researched enough to guarantee
further road work to the
existing roads of the
scratchface lane area.

Please return your comments to:

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Name

Address

Do you support the proposals?

☐ Yes

☒ No

☐ Yes with reservations

☐ Don't know

Comments

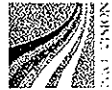
No way too many houses
Bogging land young fields school
not big enough
Sawmills (trees) not right water
road not wide enough for
big engines and parking
old people do not road motor bike
policy up and down also noisy
cars with young people who usually
im not not

Please return your comments to:

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Name

Address

Do you support the proposals?

☐ Yes

☒ No

☐ Yes with reservations

☐ Don't know

Comments

(1) Via laptop survey lies from done
in Portsmouth Road, which is nearest
through road to the development area
North. They have only done one (using
computer) information on Maylands Rd
(2) The "open drainage ponds" will
be a terrible hazard to children
and very young children living on
the new estate. They won't be placed
off so will be an attraction to children

Please return your comments to:

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Name

Address

Do you support the proposals?

☐ Yes

☒ No

☐ Yes with reservations

☐ Don't know

Comments

Having only one entrance, exit
will cause all traffic going north to
use Penhurst Rd. Traffic going south
Two large ponds are a danger to young
children

Please return your comments to:

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Name

Address

Do you support the proposals?

☐ Yes

☒ No

☐ Yes with reservations

☐ Don't know

Comments

I DO NOT BELIEVE THAT ALL ASPECTS
HAVE BEEN ADDRESSED

ie TRAFFIC - DRAINAGE - COMMUNITY WISHES
THIS IS A NICE PLACE TO LIVE
AND I WOULD NOT LIKE ANY
MORE TRAFFIC AS IT IS BAD ENOUGH.
AS IT IS - PARKING IS ALWAYS
DIFFICULT AT ANY TIME OF DAY AND
OFTEN VERY STRESSFUL

Please return your comments to:

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Land off Scratchface Lane, Bedhampton

Name

Address

Do you support the proposals?

☐

Yes

☒

No

☐

Yes with reservations

☐

Don't know

Comments

If the project goes ahead, then
there will be traffic noise, maybe
planning issues etc

Please return your comments to:

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Name

Address

Do you support the proposals?

☐

Yes

☒

No

☐

Yes with reservations

☐

Don't know

Comments

Great idea to have a road in between
these two areas. I have lived in Bedhampton
with 15 houses there with a
road. I so more cars in the local
area. The extra road is a great
idea. It will cause less noise
during the building.

Please return your comments to:

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Name

Address

Do you support the proposals?

☐ Yes

☒ No

☐ Yes with reservations

☐ Don't know

Comments

1) Not keen for access from
FIRE ENGINEERS
2) 95 houses gives 100 inhabitants
within 200m of school which will
cause 300 cars daily
3) No planning consultation the 115 house
in Boscawen RD and the 100 of
same.
4) Address boundary at Mayfield RD
is unclear as there is enough confusion
already in the plan.

Please return your comments to:

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Name

Address

Do you support the proposals?

☐ Yes

☒ No

☐ Yes with reservations

☐ Don't know

Comments

The built up area, over 1000 houses, the school, and the 100 houses, will be very busy.

Please return your comments to:

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Name

Address

Do you support the proposals?

☐ Yes

☒ No

☐ Yes with reservations

☐ Don't know

Comments

There was nothing new from all concerned with the project (developers, Noise Experts etc) which could convince me that this is a viable site for over 90 homes. Some of the arguments for the proposals were put forward with such skewed logic viz - That the site would make noise pollution less for present householders with my book! That statement borders

Please return your comments to:

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Grosvenor Court, Winchester Road, Ampfield, Winchester, Hampshire SO51 9BD

or via email to: j.higgins@pvprojects.com by 1 July 2010

P.T.O



COMMENT FORM

Regarding Crayfern Homes proposals for development at
Land off Scratchface Lane, Bedhampton

Name

Address

Do you support the proposals?

☐ Yes

☒ No

☐ Yes with reservations

☐ Don't know

Comments

The road is already used as a thorough to Little Park estate, which traffic will cause severe congestion to reach the main road, the road is not wide enough to take extra traffic, such things as not opening the arch way.

Please return your comments to:

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or via email to: j.higgins@pvprojects.com by 1 July 2010



COMMENT FORM

Regarding Crayfern Homes proposals for development at
Land off Scratchface Lane, Bedhampton

Name

Address

Do you support the proposals?

☐

Yes

☐

No

☐

Yes with reservations

☐

Don't know

Comments

Proposed road is necessary to
improve access to the site proposed
for development. However, there are some
concerns about the impact of the road on the
existing residential area. It is not clear if the
proposed road will be a single lane or a
dual lane. The impact of the road on the
existing residential area is a concern. It is
not clear if the proposed road will be a
single lane or a dual lane.

Please return your comments to:

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Name

Address

Do you support the proposals?

☐

Yes

☒

No

☐

Yes with reservations

☐

Don't know

Comments

Increase in Traffic / Parking
on off road access
Damage existing housing

Please return your comments to:

Jeremy Higgins, Pro Vision Planning & Design,

Grosvenor Court, Winchester Road, Ampfield, Winchester, Hampshire SO51 9BD

or via email to: j.higgins@pvprojects.com by 1 July 2010



COMMENT FORM

Regarding Crayfern Homes proposals for development at
Land off Scratchface Lane, Bedhampton

Name

Address

Do you support the proposals?

☐

Yes

☒

No

☐

Yes with reservations

☐

Don't know

Comments

The area cannot
sustain a development of
this size. The existing plot
to the existing house will
be increased in size.

Please return your comments to:

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Grosvenor Court, Winchester Road, Ampfield, Winchester, Hampshire SO51 9BD

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COMMENT FORM

Regarding Crayfern Homes proposals for development at
Land off Scratchface Lane, Bedhampton

Name

Address

Do you support the proposals?

☐

Yes

☒

No

☐

Yes with reservations

☐

Don't know

Comments

ACCESS TO SITE IS OPPOSITE
my Bungalow, Road too small to take
any more traffic
why has the amount of houses
gone up from 70 to 90?
Nobody who is for the development
lives any where near this plan.

Please return your comments to:

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COMMENT FORM

Regarding Crayfern Homes proposals for development at
Land off Scratchface Lane, Bedhampton

Name

Address

Do you support the proposals?

☐

Yes

☒

No

☐

Yes with reservations

☐

Don't know

Comments

I would not support this
as the parking provisions will be inadequate.

Please return your comments to:

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COMMENT FORM

Regarding Crayfern Homes proposals for development at
Land off Scratchface Lane, Bedhampton

Name

Address

Do you support the proposals?

☐

Yes

☒

No

☐

Yes with reservations

☐

Don't know

Comments

I see it as an absolute not against
the only few greens we have
left in this area.

Please return your comments to:

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COMMENT FORM

Regarding Crayfern Homes proposals for development at
Land off Scratchface Lane, Bedhampton

Name

Address

Do you support the proposals?

☐

Yes

☒

No

☐

Yes with reservations

☐

Don't know

Comments

CONCERN ABOUT INCREASED TRAFFIC
AND PROBABLE FLOODING, LEADING TO FURTHER
PROBLEMS, INCLUDING SAFETY IN GENERAL.

the
of cars at all

Please return your comments to:

Jeremy Higgins, Pro Vision Planning & Design,

Grosvenor Court, Winchester Road, Ampfield, Winchester, Hampshire SO51 9BD

or via email to: j.higgins@pvprojects.com by 1 July 2010



COMMENT FORM

Regarding Crayfern Homes proposals for development at
Land off Scratchface Lane, Bedhampton

Name

Address

Do you support the proposals?

☐

Yes

☒

No

☐

Yes with reservations

☐

Don't know

Comments

Not convinced flooding problems have been
addressed.

Not happy if a proposed new roundabout
at Broomfield Way leads to more green
are.

Traffic already too heavy in maylands
as a red - run, now would be a parallel
extra flow.

Please return your comments to:

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or via email to: j.higgins@pvprojects.com by 1 July 2010



COMMENT FORM

Regarding Crafty Homes proposals for development at
Land off Scratchface Lane, Bedhampton

Name

Address

Do you support the proposals?

☐ Yes☒ No☐ Yes with reservations☐ Don't know

Comments

THERE ARE NO CLEAR PLANS ON
THE INCREASED TRAFFIC ESPECIALLY THE
MAYLANDS ROAD / BEDHAMPTON HILL
ROUNDABOUT. THE STREAM DOES NOT
HAVE CLEAR BOUNDARIES AND THE
DRAINAGE PROBLEMS DO NOT APPEAR TO BE
ADDRESSED SUFFICIENTLY. THERE ALSO
APPEARS TO BE NO MORE PUBLIC TRANSPORT
THESE ARE INCREASING TRAFFIC. IF THESE
WERE ADDRESSED WE WOULD SUPPORT
THE SCHEME.

Please return your comments to:

Jeremy Higgins, Pro Vision Planning & Design,

Grosvenor Court, Winchester Road, Ampfield, Winchester, Hampshire SO51 9BD

or via email to: j.higgins@pvprojects.com by 1 July 2010



COMMENT FORM

Regarding Crafty Homes proposals for development at
Land off Scratchface Lane, Bedhampton

Name

Address

Do you support the proposals?

☐ Yes☒ No☐ Yes with reservations☐ Don't know

Comments

TO MUCH TRAFFIC

Please return your comments to:

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Grosvenor Court, Winchester Road, Ampfield, Winchester, Hampshire SO51 9BD

or via email to: j.higgins@pvprojects.com by 1 July 2010



COMMENT FORM

Regarding Crayfern Homes proposals for development at
Land off Scratchface Lane, Bedhampton

Name

Address

Do you support the proposals?

☐ Yes

☒ No

☐ Yes with reservations

☐ Don't know

Comments
The access arrangements for a site of this size are totally unacceptable. The volume of traffic using Haverdand and Brooklands is already totally unacceptable. The roads are inappropriate even for their current use. I also have a huge concern over the

Please return your comments to:

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or via email to: j.higgins@pvprojects.com by 1 July 2010



COMMENT FORM

Regarding Crayfern Homes proposals for development at
Land off Scratchface Lane, Bedhampton

Name

Address

Do you support the proposals?

☐ Yes

☒ No

☐ Yes with reservations

☐ Don't know

Comments
I have photos taken of flooding horses are close to the motorway. Children will be breathing in fumes from noisy motorways which will get worse when the extra traffic from HINDHEAD. Flooding 1 year worse every year. All the wildlife will go. I have a photo taken of Baby Deers & other wild life. No schools road, no buses. I live top of Scratchface, three buses in morning only. None Sat or Sunday.

Please return your comments to:

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COMMENT FORM

Regarding Crayfern Homes proposals for development at
Land off Scratchface Lane, Bedhampton

Name

Address

Do you support the proposals?

☐ Yes

☒ No

☐ Yes with reservations

☐ Don't know

Comments

The area around this site cannot support the extra houses with the problem of flooding, drainage parking extra traffic down an already congested road. We bought our property because the outlook we have, and it will be taken away and replaced by a roundabout. It will be near impossible to get out of the roundabout at the end of Maylands.

Please return your comments to:

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COMMENT FORM

Regarding Crayfern Homes proposals for development at
Land off Scratchface Lane, Bedhampton

Name

Address

Do you support the proposals?

☐ Yes

☒ No

☐ Yes with reservations

☐ Don't know

Comments

EXISTING DRAINAGE - SEWERAGE
IN A ROUTE AT THIS TIME AND WILL NOT
TAKE MORE HOUSES.
SEWER WATER AND THE ENVIRONMENT
AGENCY ARE UNAWARE AND COULD NOT
CARE LESS ANYWAY ABOUT THE FLOODING.
WE HAVE SUFFERED OVER THE YEARS.
FLUHAN CONCRETE ARE AWARE OF IT
EXCUSE SEE PHOTO ENCLOSED

Please return your comments to:

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or via email to: j.higgins@pvprojects.com by 1 July 2010



COMMENT FORM

Regarding Crayfern Homes proposals for development at
Land off Scratchface Lane, Bedhampton

Name

Address

Do you support the proposals?

☐ Yes

☒ No

☐ Yes with reservations

☐ Don't know

Comments

I am against the development because of the increased traffic + my proximity to the access point in brooklands Rd, getting out of my road, increased traffic along brooklands, maynards + onto main roundabout. Obviously the flooding is an issue to consider, noise of motorway, increased crime, not enough facilities to accommodate more cars, people into the nice, quiet area ~~and~~ we enjoy now

Please return your comments to:

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or via email to: j.higgins@pvprojects.com by 1 July 2010



COMMENT FORM

Regarding Crayfern Homes proposals for development at
Land off Scratchface Lane, Bedhampton

Name

Address

Do you support the proposals?

☐ Yes

☒ No

Totally!!

☐ Yes with reservations

☐ Don't know

Comments

- Your statements about surface water
Your sewage drainage in Scratchface Lane
attributed to Surface Water are in fact
conflict with statements given by SUT when
an house was flooded. There was a proposal
to increase the base of drainage in Scratchface
- Access
- Over development of the site

Please return your comments to:

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COMMENT FORM

Regarding Crayfern Homes proposals for development at
Land off Scratchface Lane, Bedhampton

Name

Address

Do you support the proposals?

☐

Yes

☒

No

☐

Yes with reservations

☐

Don't know

Comments

TERRIBLE DEVELOPMENT
DOESN'T SEEM LOGICAL, ONLY TO THE
PEOPLE WHO DON'T LIVE ANYWHERE
NEAR

Please return your comments to:

Jeremy Higgins, Pro Vision Planning & Design,

Grosvenor Court, Winchester Road, Ampfield, Winchester, Hampshire SO51 9BD

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COMMENT FORM

Regarding Crayfern Homes proposals for development at
Land off Scratchface Lane, Bedhampton

Name

Address

Do you support the proposals?

☐

Yes

☒

No

☐

Yes with reservations

☐

Don't know

Comments

THE NEW JUNCTION WILL
MAKE CYCLING A RISK BY MAKING
INCARCERATES. IN A FUTURE PERSON
RIDING ON THE PAVEMENT U NOT
ACCEPTABLE

Please return your comments to:

Jeremy Higgins, Pro Vision Planning & Design,

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COMMENT FORM

Regarding Crayfern Homes proposals for development at
Land off Scratchface Lane, Bedhampton

Name

Address

Do you support the proposals?

☐ Yes

☒ No

☐ Yes with reservations

☐ Don't know

Comments

No entrance proposed with main access road. The road is not large or strong enough to take the amount of traffic the development will put on it.

There have been some consultation for residents who live in Brooklands Road and have lived there for many years because it is a quiet and beautiful area.

Please return your comments to:

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COMMENT FORM

Regarding Crayfern Homes proposals for development at
Land off Scratchface Lane, Bedhampton

Name

Address

Do you support the proposals?

☐ Yes

☒ No

☐ Yes with reservations

☐ Don't know

Comments

WE DO NOT THINK THIS IS A
SUITABLE SITE FOR HOUSING DUE TO
SEWAGE & WATER FLOODING (RAINING SEEN)
NEARBY PHOTOS OF GARDENS IN THE
AREA AFTER A STORM. ALSO THE ROADS
ARE TOO NARROW TO TAKE EXCESS VOLUME
OF TRAFFIC. KEEPING IN MIND THAT
MOST DWELLINGS DO SEEM TO HAVE TWO
CARS.

Please return your comments to:

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COMMENT FORM

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Name

Address

Do you support the proposals?

☐ Yes☒ No☐ Yes with reservations☐ Don't know

Comments

Concerned about drainage,
already have garden flooded,
concerned re number of cars that
will be associated with area and
causing parking in adjacent road.
Only one entrance to the estate - by 92
houses???
Maylands Rd Roundabout - potential change

Please return your comments to:

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COMMENT FORM

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Name

Address

Do you support the proposals?

☐ Yes☒ No☐ Yes with reservations☐ Don't know

Comments

THE SITE IS TOTALLY WOODS
FOR HOUSING. IT IS TO NOISE
(TRAFFIC) AND MUCH WILDLIFE USES
THE FIELDS AND THERE IS MUCH
DRAINAGE PROBLEMS IF YOU USE
SCRATCHFACE AS A ENTRANCE AND YOU
THE BUILDING GOING TO TRY TO MAKE
LAYBYES THAT WILL CAUGHT SO
SCRATCHFACE LANE SO TRAFFIC CAN
PASS ON IS THE RATE PAYER

Please return your comments to:

Jeremy Higgins, Pro Vision Planning & Design,
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or via email to: j.higgins@pvprojects.com by 1 July 2010



Regarding Crayfern Homes proposals for development at
Land off Scratchface Lane, Bedhampton

Address

Do you support the proposals?

☐ Yes~~2~~

Yes with reservations

☐ Don't know☐ Don't know

Comments

Comments

THE FLOOD PLAIN AND PUMPING STATION WILL NOT COME WITH THE EXCESS WATER THAT CURRENT CONVEYED AT THE PAPERSON ACCESS POINT AND SEWAGE SYSTEM (ROAD) ARE NOW AT THEIR MAXIMUM.

Mary Ann

THANK YOU

PAN NO TO THE ACCED POINT

Please return your comments to:

Jeremy Higgins, Pro Vision Planning & Design,

Grosvenor Court, Winchester Road, Ampfield, Winchester, Hampshire SO51 9BD

or via email to: j.higgins@pvprojects.com by 1 July 2010



COMMENT FORM

Regarding Crayfern Homes proposals for development at
Land off Scratchface Lane, Bedhampton

Name

Address

Do you support the proposals?

Yes

☒ No

☐ Yes

Yes with reservations

☐ Don't know

Comments

I have heard in the local bar
3-5 years and it has been a 'spectacle'
and happened once. Nothing like extensive
apparently the majority will come in
coffee and wine for the ones

The 1st sentence in paragraph 11.1 of the contract is being proposed as a preliminary to the design part and may be considered as an advisory not final contract method of calculation kind. Please return your comments to the.

Please return your comments to:

Jeremy Higgins, Pro Vision Planning & Design,

Grosvenor Court, Winchester Road, Ampfield, Winchester, Hampshire SO51 9BD

For further information, please contact the author via email to: j.higgins@pvprojects.com by 1 July 2010



COMMENT FORM

Regarding Crayfern Homes proposals for development at
Land off Scratchface Lane, Bedhampton

Name

Address

Do you support the proposals?

☐ Yes☒ No☐ Yes with reservations☐ Don't know

Comments

This land is totally unsuitable
for the planned development.
The surrounding roads are not adequate
for any increase in traffic. There are serious
parking issues. Public transport is a long
distance - particularly with shopping.
Noise from Hopton can clearly be heard
and is very loud. - Also prone to flooding.

Please return your comments to:

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COMMENT FORM

Regarding Crayfern Homes proposals for development at
Land off Scratchface Lane, Bedhampton

Name

Address

Do you support the proposals?

☐ Yes☒ No☐ Yes with reservations☐ Don't know

Comments

The infrastructure is not
adequate to support the proposed
development.

Please return your comments to:

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COMMENT FORM

Regarding Crayfern Homes proposals for development at
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Name

Address

Do you support the proposals?

☐ Yes

☒ No

☐ Yes with reservations

☐ Don't know

Comments

Traffic will be an increase in roads, overflow parking into existing roads, widening of roads to accommodate the increase, the triangle in front of my house will turn into a roundabout. Crime will increase, flooding with increase, the already rat run between the mini roundabout & scratchface lane will become worse probably resulting in a fatal accident. There must be a better size!!

Please return your comments to:

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COMMENT FORM

Regarding Crayfern Homes proposals for development at
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Name

Address

Do you support the proposals?

☐ Yes

☒ No

☐ Yes with reservations

☐ Don't know

Comments

I live in the bungalow no 47. which is directly opposite where you want to build the new road. This would have a big impact on our bungalow and the quality of lives. Our bedroom windows are at the front end would be directly opposite the new road. This would road would cause a lot of disturbance for us especially at night and first thing in the morning whilst trying to sleep. There would be noise from traffic and headlights from cars.

PFO

Please return your comments to:

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① form.

PROPOSALS BY CRAYFERN HOMES LTD

COMMUNITY CONSULTATION

COMMENT FORM

Regarding Crayfern Homes proposals for development at
Land off Scratchface Lane, Bedhampton

Name

Address

Do you support the proposals?

☐

Yes

☒

No

☐

Yes with reservations

☐

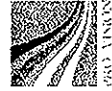
Don't know

Comments

there is not the infrastructure to support
it - drainage and sewage is already
bad as we have seen many gardens being
flooded quite regularly

Please return your comments to:

Jeremy Higgins, Pro Vision Planning & Design,
Grosvenor Court, Winchester Road, Ampfield, Winchester, Hampshire SO51 9BD
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PROPOSALS BY CRAYFERN HOMES LTD

COMMUNITY CONSULTATION

COMMENT FORM

Regarding Crayfern Homes proposals for development at
Land off Scratchface Lane, Bedhampton

Name

Address

Do you support the proposals?

☐

Yes

☒

No

☐

Yes with reservations

☐

Don't know

Comments

I do not think the local roads can sustain the additional
traffic when the parkway along the roads it is
difficult enough to get by. The roundabout at the
bottom of Highgate road is already really
dangerous with many accidents and near misses
as cars fly down from Farningham Portdown
tunnel. The Farningham roundabout & Asda roundabout
are both very busy and ~~also~~ dangerous as well.
If you name the entrance to the proposed new
road "a brooklands road" this is really
unsuitable, this would be the only way

Please return your comments to:

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COMMENT FORM

Regarding Crayfern Homes proposals for development at
Land off Scratchface Lane, Bedhampton

Name

Address

Do you support the proposals?

☐

Yes

☒

No

☐

Yes with reservations

☐

Don't know

Comments

I FEAR THAT (WITH THE TARGET MARKET
FOR THESE HOMES) THE CHANCES OF
A YOUNG CHILD WALKING ONTO THE
MOTORWAY - OR BRIDGE OVER IT - WILL
EVENTUALLY LEAD TO A TRAGIC
ACCIDENT / DEATH.

Please return your comments to:

Jeremy Higgins, Pro Vision Planning & Design,

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COMMENT FORM

Regarding Crayfern Homes proposals for development at
Land off Scratchface Lane, Bedhampton

Name

Address

Do you support the proposals?

☐

Yes

☒

No

☐

Yes with reservations

☐

Don't know

Comments

THE LAND AT THE BOTTOM OF THE
FIELD IS CONTAMINATED BY FOOT & MOUTH
DISEASE AT THE TOWERS FARM. THEY
WERE BURIED IN A PIT.
HOW ARE POTENTIAL 150 CARS GOING
TO GO THROUGH BROOKLANDS RD WHERE IS
THE OVERRAMP OF CARS GOING?

Please return your comments to:

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COMMENT FORM

Regarding Crayfern Homes proposals for development at
Land off Scratchface Lane, Bedhampton

Name 
Address 

Do you support the proposals?

☐ Yes

☒ No

☐ Yes with reservations

☐ Don't know

Comments

FAZ TOO MANY HOUSES BEING
SQUEEZED ONTO THE SITE.
NOT ENOUGH OPEN SPACES ALREADY
WITHOUT BUILDING ON THE
SITE

Please return your comments to:

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COMMENT FORM

Regarding Crayfern Homes proposals for development at
Land off Scratchface Lane, Bedhampton

Name 
Address 

Do you support the proposals?

☐ Yes

☒ No

☐ Yes with reservations

☐ Don't know

Comments

I HAVE SUBMITTED AN NUMBER
OF OBSERVATIONS TO THE SCHEME
NONE OF WHICH APPEAR TO HAVE
BEEN GIVEN CONSIDERATION IN
THE PROPOSAL
IF THIS IS A 'RESERVED SITE' FOR
DEVELOPMENT IF THERE IS A SHORTAGE
IN AVAILABLE DEVELOPABLE LAND ELSE-
WHERE IN THE BOROUGH, WHY ARE
WE BEING SHOWN A SCHEME WHICH
APPEARS TO HAVE OBTAINED ALL
APPROPRIATE APPROVALS?

Please return your comments to:

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COMMENT FORM

Regarding Crayfern Homes proposals for development at
Land off Scratchface Lane, Bedhampton

Name

Address

Do you support the proposals?

☐ Yes

☒ No

☐ Yes with reservations

☐ Don't know

Comments

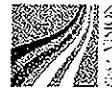
FLUORINE TANKS TO BE
SITuated ON THE PROPOSED
VALLEY OF EXISTING HOMES WITH
OIL CONDUITS DUE TO TRAFFIC &
HOUSING ESTATE

Please return your comments to:

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COMMENT FORM

Regarding Crayfern Homes proposals for development at
Land off Scratchface Lane, Bedhampton

Name

Address

Do you support the proposals?

☐ Yes

☒ No

☐ Yes with reservations

☐ Don't know

Comments

- (1) Please take account of all the objections raised previously by local residents that remain extant
- (2) In the event of a successful proposal application, we would be interested in discussing provision of

Please return your comments to:

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COMMENT FORM

Regarding Crayfern Homes proposals for development at
Land off Scratchface Lane, Bedhampton

Name

Address

Do you support the proposals?

☐ Yes

☒ No

☐ Yes with reservations

☐ Don't know

Comments

Having just moved to the area I am surprised that this location has been even considered for more residential houses. Why develop a site onto the side of a busy motorway? The area to the rear of my property has water the recent pot break had a large pond, the result of poor drainage. It is obvious to all who visit that the nearby converted pub, something that we accepted when we moved, is a strong threat that the planned development will only add to the stream as the already clogged residential

Please return your comments to:

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Grosvenor Court, Winchester Road, Ampfield, Hampshire SO51 9BD

or via email to: j.higgins@pvprojects.com by 1 July 2010



PTC

COMMENT FORM

Regarding Crayfern Homes proposals for development at
Land off Scratchface Lane, Bedhampton

Name

Address

Do you support the proposals?

☐ Yes

☒ No

☐ Yes with reservations

☐ Don't know

Comments

I have 2 major concerns, drainage and increase in traffic. Maylands sil is already a wet run with cars regularly splashing up the road. The amount of traffic on exp 92 hours with cause in unsustainable drainage - the drains cannot currently cope with the amount of water going around this area when it rains it has 2 streams that run either side of our house

Please return your comments to:

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or via email to: j.higgins@pvprojects.com by 1 July 2010



PTD

COMMENT FORM

Regarding Crayfern Homes proposals for development at
Land off Scratchface Lane, Bedhampton

Name

Address

Do you support the proposals?

☐

Yes

☒

No

☐

Yes with reservations

☐

Don't know

Comments

I have issues over one single
access point to site.
this limitation will cause congestion
on neighbours road roundabout

I am not convinced the issue of
sufficient drainage has been addressed
in an area prone to flooding.

Who wants to live on top of a motorway
consolidating the noise issue?

Please return your comments to:

Jeremy Higgins, Pro Vision Planning & Design,

Grosvenor Court, Winchester Road, Ampfield, Winchester, Hampshire SO51 9BD

or via email to: j.higgins@pvprojects.com by 1 July 2010



COMMENT FORM

Regarding Crayfern Homes proposals for development at
Land off Scratchface Lane, Bedhampton

Name

Address

Do you support the proposals?

☐

Yes

☒

No

☐

Yes with reservations

☐

Don't know

Comments

Extra Traffic, Noise Problems with
Sewage

Why is this site being considered
when there were two other more
suitable sites available
Is the developer in with the
planning department

Please return your comments to:

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Name

Address

Do you support the proposals?

☐ Yes☒ No☐ Yes with reservations☐ Don't know

Comments

We not feel that any of
the many concerns we have
raised today have been
satisfactorily answered.

Please return your comments to:

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COMMENT FORM

Regarding Crayfern Homes proposals for development at
Land off Scratchface Lane, Bedhampton

Name

Address

Do you support the proposals?

☐ Yes☒ No☐ Yes with reservations☐ Don't know

Comments

TRAFFIC, NOISE, WATER POLLUTION,
SEWAGE TRAFFIC SPILLING OVER
INTO SIDE ROADS,
WERE THERE OTHER SITES
MORE SUITABLE THAN SCRATCHFACE
AND BROOKLANDS ROAD

Please return your comments to:

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COMMENT FORM

Regarding Crayfern Homes proposals for development at
Land off Scratchface Lane, Bedhampton

Name

Address

Do you support the proposals?

☐ Yes

☒ No

☐ Yes with reservations

☐ Don't know

Comments

TRAFFIC NOISE. WATER POLLUTION,
SEWAGE
ROADS NOT MADE FOR EXTRA
TRAFFIC. SO PARKING WILL SPILL
OVER INTO SIDE ROADS.

WERE THERE NOT OTHER SITES
MORE SUITABLE THAN SCRATCHFACE
LANE AND BROOKLANDS ROAD.

Please return your comments to:

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☐ Yes

☒ No

☐ Yes with reservations

☐ Don't know

Comments

I would certainly have no truck with
this totally stupid idea.

40-50 years ago I lived in Brooklands
road and the 1/3 M was being built. They
wanted it nearer the houses in Brooklands Rd,
but were told it was too near the houses of
Brooklands Rd. I got an idea like none of
the developers will be living in the houses
they are proposing to build. Anyhow with any
sense would turn it down.

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Name

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Do you support the proposals?

☐ Yes

☒ No

☐ Yes with reservations

☐ Don't know

Comments

There will be way too much
traffic etc
leave the fields for future

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Name

Address

Do you support the proposals?

☐ Yes

☒ No

☐ Yes with reservations

☐ Don't know

Comments

with our green land is
being taken away by developers
this area is small the built on
a flooded area, we just want
to find it

Please return your comments to:

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Name

Address

Do you support the proposals?

☐ Yes☒ No☐ Yes with reservations☐ Don't know

Comments

*I think of nature and
the animals - not people*

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Comments

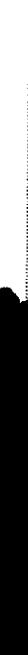
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or via email to: j.higgins@pvprojects.com by 1 July 2010



CONSULTATION RESPONSES “DON'T KNOW”

Regarding Crayfern Homes proposals for development at
Land off Scratchface Lane, Bedhampton

[illegible]

Do you support the proposals?

20

Yes with reservations

Don't know

Comments

[illegible]

Please return your comments to:

Jeremy Higgins, Pro Vision Planning & Design,
Grosvenor Court, Winchester Road, Ampfield, Winchester, Hampshire SO51 9BD
or via email to: j.higgins@pvprojects.com by 1 July 2010

or via email to: j.higgins@pvprojects.com by 1 July 2010



CONSULTATION RESPONSES – E MAIL

From: [REDACTED]
Sent: 23 June 2010 14:16
To: Jeremy Higgins
Subject: Crayfern Homes proposals for development at Land off Scratchface Lane, Bedhampton

Dear Sirs

After seeing your presentation at Bedhampton Social Hall on 16 June, I would like to confirm that we do NOT support the proposals either in their current form or any form that may be produced in the future. Nothing seems to have changed since the original consultation exercise at the Council offices, except for some aspects of sewage.

We feel particularly that not enough account has been taken of the extra traffic that will be generated by such a large development on what are already VERY crowded and narrow roads, the navigation of which is made more difficult by the number of bends and curves in the roads. The bulk of the traffic is not necessarily going to use the roads cited - quite a lot will want to go north towards Waterloo, which will necessitate coming through Littlepark Avenue and Newbarn Road, and these two roads already present an obstacle race whatever time of the day they are used.

The development is NOT needed - we need more "green lungs" in what is already a very overcrowded area. If anything, the idea of having a cemetery there is by far preferable to yet more houses and cars; and cars WILL be a necessity as the public transport on offer is hardly generous.

Yours faithfully

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]