

**STATEMENT OF COMMUNITY INVOLVEMENT
IN RESPECT OF LAND AT
COPSEY'S NURSERY AND MANOR FARM
FOR BDW SOUTHAMPTON AND GENERATOR GROUP LLP**

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Our Ref: 12022/GB

Date: November 2012

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1. INTRODUCTION

- 1.1 The Statement of Community Involvement has been undertaken on behalf of BDW Southampton Ltd and Generator Group LLP in accordance with Havant Borough Council's [HBC] adopted Statement of Community Involvement 2006.
- 1.2 In summary, two public exhibitions have taken place together with two Consultation Forums in accordance with guidance offered by the Local Planning Authority. A public meeting has been addressed at the invitation of the local Resident's Association and throughout the process, elected Ward Members, Council Officers and other stakeholders have been kept informed.
- 1.3 The proposals have evolved throughout the process with input from all participants in the process.

2. MARCH 2012 – PUBLIC CONSULTATION

- 2.1 During March 2012 a public exhibition took place the objective being to share initial ideas and preliminary work relating to residential development of this site with the local community and other interested parties culminating in a more formal presentation to the Havant Borough Council Development Consultation Forum [DCF] in order to seek comments and ideas from interested parties. Even at this early stage and as a result of preliminary discussions with the Resident's Association and the Guides Association, the scheme incorporated repositioned and permanent 'Brownie Hut' for the storage of equipment.



Photograph taken at exhibition on 6.3.12

- 2.2 The first stage was the public exhibition held on the 6th March followed by DCF meeting on 15th March 2012.
- 2.3 The purpose of the exhibition was to explain the background to the proposals on a site identified by the Council for possible development in the future and to set out the preliminary work that had been undertaken. Before engaging the wider public to seek their views, discussions had been ongoing with officers of the Borough Council as well as Hampshire County Council, in their capacity as Highway Authority, in order to address known issues of a technical nature that would need to be considered as part of any planning application.
- 2.4 A land survey, tree survey, ecology and geotechnical study and Landscape and Visual Impact Assessment have all been undertaken. A drainage strategy has also been formulated on the basis of current surveys for any proposed development. A full constraints and opportunities plan has been drawn up (see below) as a result of which an indicative layout had been produced for discussion. This layout respected existing residential boundary treatment, privacy and amenity, but catered for additional open space for the community and potential for new allotments. One of the main drivers has been to 'round off' the urban edge creating a new soft edge to the countryside located to the east of the site. The highway network has been analysed particularly in relation to the railway crossing on Southleigh Road. Meanwhile the Council continued discussions with Network Rail to facilitate the delivery of a pedestrian footbridge, to be funded through the normal planning obligations associated with nearby schemes, designed to mitigate developments by improving pedestrian safety.
- 2.5 The public exhibition was held on March 6th 2012 from 1.30 – 7.00 pm at St Faiths Church Hall in Havant, the summary of comments is set out below.
- 2.6 495 leaflets were distributed, adverts placed in local paper and in One Stop and also on the Barratt David Wilson [BDW] website. Individual letters/ emails were sent to local councillors. A total of 202 people attended the exhibition (40% turnout). Of these attendees, 38 Comment Sheets were returned on the day, an 18.8% response. An additional 10 email comments and 11 postal comments were received (20/03/12), making a 25% response overall (from attendees). The comments are summarised IN Appendix 1 below:

- 2.7 From an analysis of the comments, it was clear that the key issues arising from the community consultation included the traffic implications of any residential development given the location of the site in relation to Southleigh Road and the level crossing over the railway to the south. Other areas of concern included localised flooding towards the north west of the site, the relationships of proposed housing to existing residences, the design of certain aspects of the layout including different house types and boundary features, the opening up of Hallett Road, possible allotments, the retention of the vegetable stall/market and the provision of new open space.

3. POST EXHIBITION WORK

- 3.1 Since that exhibition work continued to address the issues and as a result of listening to all these comments, a great deal of further work was undertaken including additional detailed traffic surveys and video monitoring to update and complement the traffic data upon which the scheme is based. Results from these now provide even more up-to-date and accurate traffic information to support the proposals. Positive progress has been made with Network Rail and HCC Highways with regard to a pedestrian footbridge over the railway line, facilitating an application being submitted to the planning authority. This proposal will help achieve the provision of this bridge that has been on the council's list of capital projects for many years.
- 3.2 Revised proposals have taken on board many of the comments raised, including an additional access from Hallett Road that will distribute traffic more evenly and allow it to move more freely; ongoing discussions with Hampshire County Council [HCC] to resolve parking and traffic flow management; redesign of the Manor Farm part of the site to improve the relationship of new dwellings to existing and retention and relocation of vegetable stall/market adjoining proposed allotments.

4. DEVELOPMENT CONSULTATION FORUM (1)

- 4.1 At the Development Consultation Forum [DCF] meeting on the 15th March 2012 the results of the Public Consultation were reported using a PowerPoint presentation followed by a question and answer session from Councillors, officers, third party organisations and the local community. The results of both the Exhibition and DCF

dictated that further technical work was required to be explored. These are reported on the council's website at; <http://www.havant.gov.uk/havant-12245>

4.2 Councillors raised a number of questions the key issues relating to the following;

- The mix of private and affordable dwellings;
- Policies relating to Sustainability of Houses;
- Parking provision;
- Network Rail and the development of the footbridge;
- Traffic survey results and accident records;
- Adoption of Roads;
- Construction Traffic routes;
- Distribution of affordable housing;
- Provision of foul and surface water solutions;
- Impact of Trees with TPO's

5. POST DCF WORK – March to September 2012

- 5.1 During the following weeks and months further work was undertaken to include on-going meetings with the council's officers and following an invitation from the Warblington and Denvilles Residents Association (WaDRA) to attend a public meeting on the 24th May 2012, a further presentation was made at Warblington School during the evening. Over one hundred local residents attended who heard a full presentation including video clips of real-time traffic surveys along Southleigh Road to include those junctions leading to the east as well as the railway crossing. A full debate took place and many questions were asked leading to further work particularly in relation to accident figures and follow-up survey material. [See Appendix 2]
- 5.2 All the questions raised at the DCF in March were scrutinised and greater technical analysis was undertaken of previous and new work.
- 5.3 The further revised proposals were the subject of a 2nd Exhibition, held on 18th September 2012, also at St Faiths Parish Hall. The results are summarised in Appendix 3 below.

6. SEPTEMBER 2012 – PUBLIC CONSULTATION

- 6.1 A second public exhibition was held on Tuesday 18th Sept from 1.30 to 7.30, again at St Faith's Parish Hall in Havant. Publicity for the event was the same as previously. 86 people attended the exhibition during the course of the afternoon (17% turnout). From these, 18 comment sheets were returned, a 20% response. Five further comments were received by email by 23rd October 2012.



Photographs taken at the September Exhibition



- 6.2 Although fewer people attended the second exhibition than the first, those that did attend were much more interested in the detail, many discussing boundary treatment including existing and proposed walls, fences, hedges and trees. They also expressed interest in the design and scope of individual house types and the relationships of proposed dwellings to those existing. The single outstanding issue remained the topic of transport and the likely effects upon the existing network in combination with Southleigh Road and the level crossing.

7. DEVELOPMENT CONSULTATION FORUM (2)

- 7.1 Following this exhibition a second DCF meeting was held on 11th October 2012 to allow a further presentation to be made to Members, planning officers and the public to present the latest scheme and to discuss the proposals and public feedback.

- 7.2 The public exhibition was mounted an hour before the event in order to deal with individual questions and run through the detailed changes to the proposed layout. Comments raised at the second exhibition were again listened to and detailed matters included in the revised plans prepared and presented to the DCF, for example, trees at the end of Hallett Road being retained by narrowing and realigning the new access at this point, and chalet bungalows shown adjoining the bungalows on Fifth Avenue.
- 7.3 As before, traffic and issues with the level crossing raised questions. Traffic studies and proposed mitigation measures including S106 contributions towards the footbridge over the railway were discussed with a view to minimising the impact of additional traffic generated by the proposals. In response to questions raised, a number of issues have continued to be considered, including the impact on the level crossing, sight lines at Hallett Road, trees at Hallett Road being investigated with an intention to preserve if possible, Transport/Travel assessments to be produced; improvements to pedestrian crossing being assessed and noise from the proposed pumping station to be addressed via noise assessment/vibration assessment.
- 7.4 The full report of the Council's DCF meeting can be found at: <http://www.havant.gov.uk/havant-12619>
- 7.5 The significant change between the first and second DCF meetings, as reported by the Council, is that Councillor's questions were more limited to raising issues about play areas being overlooked by surrounding properties whilst questions from the floor included porous road surfaces; a TPO tree located to the east of Hallett Road; future maintenance of landscaping; the whereabouts of the traffic video results and the retention / management of the Poplar trees to the north of the site and possible noise from the pumping station.

8. CONCLUSION

- 8.1 Although work began first in 2005 with Planning Officers and Ward Councillors as part of the normal planning process to identify potential housing sites for future development, submissions of some technical work to inform the process were not submitted until 2006 and 2007. With changes in the legislation, a new Government, the Council's preparation and eventual adoption of the Core Strategy for Havant

Borough Council, it only been appropriate more recently to consider greater detailed proposals and share the process more widely with other stakeholders.

- 8.2 The last twelve months has seen much greater intensity of activity trying to bring forward much needed housing into the Borough and providing employment in the construction industry, wholly in accordance with the Council's policies. The Community Involvement has helped to inform that process evidenced by the information above.
- 8.3 The process does not end with the submission of a planning application because should planning permission be granted, the developers will then enter a period of construction which the community will no doubt wish to monitor. To accommodate that objective, an on-going dialogue will continue between the council, local stakeholders and many other organisations.

9. APPENDIX 1 – BOARDS & COMMENTS RECEIVED FROM THE MARCH 2012 EXHIBITION

Positive Comments	Number
Trails for walking – good, yes please	1
Not averse to development given the need for housing, in particular, affordable housing / No objection to good housing developments / accept need for new housing / hard to argue against need but....	6
Good use of area for new homes / positive about the proposals	3
Approach seems sympathetic to local environment and confident that buildings will blend in /	1
Impressed by information given / thank you for exhibition, shows genuine desire to involve local community	4
Pleasing to see consideration to recreational space and general environment / local community gain of informal open space and allotments	3
After speaking to drainage engineer, satisfied that open ditch and balancing ponds, and storm drains not soakaways, would relieve any flooding	1
If people are worried about traffic they should park their cars at home and walk!	1
Pedestrian footbridge would help ease pedestrian congestion and contribute to safety / very important for safety	2
Link to new cycle path down side of playing field for alternative walking route to Havant	1
Negative Comments - Traffic	
Concerned re. amount of additional traffic on Southleigh Road / 2 cars per house will lead to massive congestion / 300 extra cars / Southleigh Road is notoriously dangerous already / speeding	24
Traffic calming essential on Southleigh Road	2
Junction of Hallett Road / Southleigh Road is very dangerous – speeding makes it difficult to cross and for cyclists to get to Fourth Av and into town	1
Strongly object to using estate roads through existing housing / impact on feeder roads would be unbelievable / Glenleigh Road always has parked cars and flow of traffic would not work / residents don't want more traffic or double yellow lines to stop them parking / roads not designed to take heavy traffic / Blenheim Gardens cannot take extra traffic, already difficult with parked cars/ can't cope with extra cars / how will it work – too narrow / Glenleigh Park would become a rat run – too narrow / access and egress onto Southleigh Road would be impossible / sharp bend in Blenheim Gardens already used for parking, additional traffic will make it even more dangerous	23
Level crossing on Southleigh Road is main issue / always long queues especially as crossing gates are closed for too long / this issue must be addressed / Must be sorted before any more traffic on this road / queuing on both sides / crossing is at tolerance level- any amendments unlikely to bring sufficient benefits to compensate for additional traffic	29
Suggest that Network Rail (NR) alter their signalling as long delays cause queues and access problems	1
Don't believe that negotiations with NR will make any significant improvements to traffic in Southleigh Rd / will not change timetable - nonsense	2
Safety – development will add more traffic and safety doesn't seem to be a priority. Family housing will require pedestrian crossings on Southleigh Road and Fifth Avenue will become a busy entrance. No sign of making it easier / safer for families/ safety for elderly, particularly on Glenleigh Park	3

Traffic surveys – 2 days not enough proof to gauge traffic flows and directions / need more info. to support traffic predictions / projected figures not reassuring / sceptical about results / a lot more work required to convince locals of figures/ questionable results, please detail how it was calculated / need joint study to include new development at Warblington and new hockey pitches / do you have a crystal ball to predict traffic?/ insulting to be told that most traffic will go north to avoid the crossing – this won't happen/ to travel north will have to cross through queuing traffic/ don't believe figures, most traffic will go south / 70% going north is not acceptable, people only go north if they are travelling north / can't be right	18
Traffic flow information has assumed too many journeys starting in Emsworth and that proposals would only be a few more – Emsworth already busy / more info required	2
A previous study ruled Blenheim Gardens out for lorries – should be the same for cars / using lorries as a reason to say number of cars is ok is an insult, these lorries only affected a few houses, proposal will affect lots	2
Don't understand how a pedestrian bridge at the level crossing will ease traffic / can you drive over it? / footbridge is needed but won't affect traffic flow / nonsense / not based on any evidence/ may help existing traffic but not additional/ its proposed location would encourage school children to cross in front of stationary cars or moving traffic when gates are open / fine for schoolchildren but what about rest of the day/ located on wrong side of the road so will not help / not seen the alleged conflict with school children and traffic/ real survey needed	22
Have alternative access points been investigated? / Should utilise new slip road off Horndean Road / new feeder road to top end of Southleigh Road / new link over railway to A27 / travel lodge should contribute to new link / why no exit north to Southleigh Road / brand new road to Emsworth Common Road or to northern end of Southleigh Road would remove a lot of anti – feelings towards this new devt / no new road – no new houses	15
A new access north to Southleigh Road will enable more choice of route but may need more housing on Spindle Close triangle to pay for it	1
More thought need to be given to traffic related matters	3
Any alternative routes would cause congestion at other junctions / would be longer and increase fuel costs / carbon footprint	3
Blenheim Gardens road is in a poor state and will need to be improved	1
Recent refusal of planning permission for 6/7 flats close to level crossing due to projected traffic impact – how have conditions changed to make 200 houses of little concern	1
A council rep. has said that congestion is not a H & S issue, parents of children at school who wait at crossing would disagree	1
Is Hallett Road not to be used as an access because of an agreement with owner of Manor Farm, if so, it stinks! / is just a tree stopping access from Hallett Road!!/ why is this obvious road for access being discounted/ don't accept reason for not using Hallett road / should use Hallett Road as well - will allow traffic to move more freely	5
Proposals show 'keep clear' at Spindles Road, are developers expecting queues this long? / keep clear markings will make no difference, traffic turning north will have limited visibility and turning space due to queuing traffic	2

Traffic on Southleigh Road noticeably increased when Locks Farm housing built, a similar increase is unacceptable	2
Site is close to town centre but plans do not show or encourage alternative forms of transport / cycle routes	1
Increase in traffic noise should be a consideration	4
Denvilles has a high percentage of elderly – new younger families will significantly increase traffic flows	1
No public transport on Sundays, Bank Hols or evenings	1
Which roads will be used for construction traffic – no-one knows	1
Inaccurate to say nursery traffic is scaled down is inaccurate, they have been non-existent for last 2 years. To say that this use may restart is a threat. Still will have to contend with construction traffic	1
This development is not in isolation, other developments will also add to congestion eg. new crematorium at Bartons Rd	1
A27 is key link and any action which impedes access to it by a direct route ie over the railway will be unacceptable to residents	1
Glenleigh Park is first to be blocked by queuing traffic therefore should be avoided as an access point	1
Negative Comments - Other	
Please retain Manor Farm veg. shop / Is the veg. shop to disappear? / what is the benefit of the relocation of the veg shop	3
No problem with allotments, but against play area as it will attract rowdy teenagers / the amount of open space, play areas and allotments show good intentions but attract nefarious activities	2
What is the brownies storage facility?	1
Overlooking potential to properties in Glenleigh Park – told there is a 22 m. gap but need screening / overlooking and loss of privacy / loss of security	3
Drainage problems in Fifth Avenue, development will make worse / housing at Manor Farm rejected in past due to natural springs and flooding	2
How will contaminated soil be removed	1
Not enough amenities for proposed increase in population / what about schools / infrastructure / shops, supermarkets/ doctors / scale of development relative to existing infrastructure is major issue / no amenities for teenagers or pensioners	9
Worried about height of houses next to bungalows in Fifth Av. These should be lower and build up to full height to the east	1
Can assurance be given that railway crossing gates will not be permanently closed as the cheapest option	1
Not amused by proposals, strategy is a travesty / Not supportive / Completely against / Not happy don't current residents have rights – will object	4
Too many houses, probably 120 -140 would be better / current proposals for 200 may increase / may be thin end of the wedge	3
So many empty houses in and around Havant already / finish and occupy one (Warblington) before another starts	2
Need starter homes, not 3/4/5 beds	1
Denvilles house prices will fall / Depreciate property values	2
Local wildlife will suffer if houses built on Manor Farm	2
Concerned that further development will take place on remaining land / once green belt sold off will set precedent for more	3
Surely a new access/bridge over the railway will be cheaper than meeting compensation claims from turning Glenleigh Park and Hallett Road into through roads .Would inconvenience very few people and have no impact on problems at Warblington Crossing	1
High proportion of affordable housing will be a nightmare, Havant	1

Comments / Suggestions / Questions	
Link veg. shop to allotments / community farm project (such as Havant Transition Town at www.htn2020.org.uk)	1
Ecological enhancements and allotments must be a high priority to improve what's there, and avoid ornamental shrubbery	1
Build in energy saving / generating features	1
Specific to 14 Chartwell Av. – what will be boundary treatment/ type of properties to rear/ will existing trees remain / time scale for development?	1
Trees shown on plan around 'Windrush', but thought there were only a few TPO'd trees and none in this location?	1
already ruined because Leigh Park is so close	
Most affordable housing seems to be concentrated to north of site – what will boundary treatment be, trees are in a sad state to retain	1
The greenhouses are not an eyesore – this comment is not supported by residents	2
3-storey buildings as a focal point? Other than visual, what is the benefit – a wind turbine or gasometer could be a focal point	1
The ecology pond will become a dumping ground and be dangerous for small children	1
Concerned about affordable housing to rear of their property	1
Round off urban edge is developer speak for developing in the green belt	1
Object to sewage pumping station on doorstep – odours and appearance	1
Queuing traffic on Glenleigh Road which is predominantly bungalows occupied by the elderly with bedrooms to the front will increase noise and pollution	1
Pedestrian bridge would be essential if this goes ahead	1
Houses should be sympathetic to local area and ensure design harmony between both developers	1
* Set of A3 plans to Mrs V Martin at 19 Fifth Avenue	1
Will grants be given to provide hardstanding to get cars off roads	1
What is proposed time scale?	3
Fields have been neglected for past couple of years	1
Copsey's are in liquidation and therefore of no benefit to the area	1
Why isn't triangular field to east of Castle Avenue considered for development - it would be ideal to build road bridge over railway to link with this development	1
What is current council housing waiting list	1
What percentage of houses would be lifetime standards	1
HCC should be approached to introduce reduced speed limits either side of the level crossing	1
Hope negotiations with NR will deliver footbridge – local MP has been involved and unsuccessfully campaigned for something to relieve what is a genuine local problem	1

Planning Background

MANOR FARM & COPSEYS NURSERY, DENVILLES, HAVANT.

As many people will be aware, Havant Borough Council has identified land at Copseys Nursery and part of Manor Farm for possible development for residential purposes. The Council's adopted Core Strategy includes policies which require a total of 6,300 new dwellings in the plan period up to 2026, of which 30-40% are to be affordable. This has been divided into a yearly target of 315 dwellings. Havant is identified as one of five urban areas considered appropriate to accommodate such development.

Only 90 dwellings were delivered in the Borough in 2010 / 11 which is less than 30% of the current yearly target. The demand for new homes, particularly affordable housing, is an urgent matter that needs to be addressed to serve the community of Havant.

Recently, the Council has consulted the local community on a range of option sites for development in the general area of Havant, including this land, and the purpose of today's exhibition is to enable David Wilson Homes and Generator Developments to share detailed work that has been undertaken so far and for you to ask questions and make your own comments. This information will inform the next stage of the process when a presentation will be made to the Council.

The site is located to the east of Southleigh Road with proposed vehicular access off Blenheim Gardens, Fifth Avenue and Glenleigh Park. Pedestrian and cycle access is also proposed from Hallett Road. The area of land measures approximately 6 hectares as illustrated by the red line on the photograph opposite. A scheme of around 200 dwellings is being proposed that will provide a range of housing, including affordable, in accordance with adopted Council policy.

The exhibition consists of a number of boards, each summarising key issues for any development of the land. The team promoting the development includes a number of consultants who will be aiming to assist with any questions you may have, so please do not hesitate to speak to us.

At the end of the exhibition we encourage you to complete a comments form or alternatively, you can post your thoughts on the following websites by 13th March:

www.dwhsotoncommunity.co.uk and www.generatorgroup.co.uk/Copseys



Masterplan

MANOR FARM & COPSEYS NURSERY, DENVILLES, HAVANT.

Land at Denvilles has been recognised by Havant BC as a potential housing development site for some time now. During the recent past a number of surveys and reports have been prepared to inform the way in which a masterplan might be conceived.

Vehicular access into the site is proposed from Glenleigh Park, Fifth Avenue and Blenheim Gardens with pedestrian and cycle access from Hallett Road.

The site lies on the edge of Denvilles where an opportunity presents itself to 'round off' the urban edge in a sensitive manner whilst creating a strong landscape edge with the gap and countryside located to the east.

By and large development would be restricted to two storey development, reflecting the character of the existing locality, perhaps with some rooms in the roofspace and the occasional three storey building in the centre of the site providing a focal point.

The western edge of any proposal should respect the form, scale and structure of existing dwellings ensuring that both privacy and amenity are safeguarded. Boundary treatment will be considered carefully in consultation with residents. At the same time the eastern boundary requires a sensitive landscape approach to enhance the countryside edge. Running along the length of the eastern boundary it is suggested that an area of informal recreation could be created for the community to include the possibility of allotments at the northern end.



Proposed Mix (Manor Farm & Copseys Nursery combined)

2 Bedroom dwellings	- 20%
3 Bedroom dwellings	- 35%
4 Bedroom dwellings	- 35%
5 Bedroom dwellings	- 10%



Character Area

MANOR FARM & COPSEYS NURSERY, DENVILLES, HAVANT.

Existing Residential Stock

Surrounding residential development has a varied character. Glenleigh Park follows a linear street pattern, with existing properties typically comprising post-war single storey and dormer bungalows.

Hallett Road and Fifth Avenue also follow a linear street pattern. Properties typically comprise two-storey inter-war and post-war houses.

Blenheim Gardens, Windrush, Bladon Close and Chartwell Drive typically comprise two-storey properties, the design of which are more modernist in style. The area is defined by a meandering network of streets.

Properties off Southleigh Road generally comprise Victorian, inter-war and post-war properties. Individual properties are generally maintained to a high standard, set back from the street frontage and occupy a defined plot, interspersed amongst mature landscaping.



Master plan showing character areas.



Character area 1



Character area 2



Character area 3

Proposed Residential Character Areas

The development proposals recognise the importance of continuity and integration of character between existing areas and the proposed development. The proposals will take design cues from the surrounding character areas and build on their intrinsic qualities.

We are aiming to achieve a development that forms part of the existing community and addresses the key design principles of:

- Permeability - access into and within the site.
- Appropriate scale - providing for a density of development that respects its surroundings.
- Boundary treatment and landscaping - the creation of a strong landscaped edge to the proposed development and the creation of publicly accessible open space.
- Environmental sustainability - the integration of sustainable building practices.

Where quality lives

David Wilson Homes

generator
developments

Landscaping & Ecology

MANOR FARM & COPSEYS NURSERY, DENVILLES, HAVANT.

Landscaping:



Landscape Design Strategy

There will be a significant planting buffer to the edge of the development and the boundary to the open space in order to provide a visual screen between the urban edge of Havant and the open farmland to the east.

Planting will be mainly native species of tree, shrub and wildflower to improve the site biodiversity and provide an enhanced habitat range for locally occurring mammals, invertebrates and bird species.

Ecological enhancements:

A full ecological survey of the site has been undertaken in 2011. This has included detailed site survey and protected species surveys to the recommended guidelines. Survey work has included surveying for vegetation and habitats, Bat, Badgers, Reptiles and Amphibians, Birds (including wintering waterfowl) and general surveys for other species of conservation concern.

The surveys have recorded a low population of Slow Worm on site, a number of commoner foraging bats around the site (but no evidence of roosting within potentially suitable buildings or trees on site), farmland birds in the wider local area, and common amphibians (Smooth Newts).

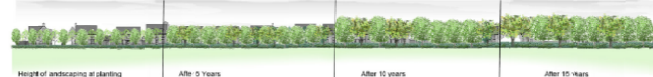
Ecological mitigation and enhancement measures to include:

- retention of boundary features;
- measures to protect nesting birds on the site;
- safe felling of trees not retained;
- provision of bat and bird boxes;
- consideration of lighting schemes on wildlife and open space areas;
- relocation of the small reptile population to suitable habitats within the wider site;
- management of parts of the open space areas to be created as part of the scheme for wildlife.



Slow worms are the most common reptiles to be found in the United Kingdom and are often found in verges and ditches. They are protected under the Wildlife & Countryside Act 1981 against killing, injuring and unlicensed sale.

Illustrative planting, showing the progressive growth of the boundary planting over fifteen years of fast-growing and round canopy tree forms.

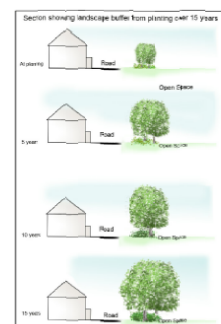


Current landscape views into the site



Proposed landscape views into the site

Overlay to show the proposed landscape screen planting to the eastern boundary of the proposed development



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MANOR FARM & COPSEYS NURSERY, DENVILLES, HAVANT.

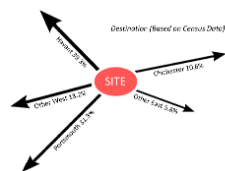
Existing Situation

Historically, there has been an issue with lorries accessing the Copseys Nursery site through surrounding residential streets unsuited for this purpose. Whilst operations on site have been scaled down in recent years, this activity could return to past levels in the future, if a more sympathetic use for the site is not identified.

Surveys undertaken last year showed that the level crossing can be closed for up to 18 minutes during the morning peak hour, resulting in queues of up to 15 vehicles northbound and 29 vehicles southbound. In the evening peak hour the crossing can be closed for 25 minutes, with queues of up to 60 vehicles northbound and 25 vehicles southbound. When there are problems with train services the crossing can be shut for extended periods.

Some queuing also occurs at the Southleigh Road/Emsworth Road signal junction.

In order to establish where existing traffic originating from the Denvilles area travels to, data from the National Census has been used. The current distribution of traffic from the area surrounding the site is summarised in the diagram below.



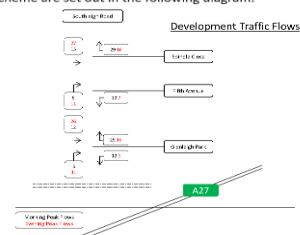
MANOR FARM & COPSEYS NURSERY, DENVILLES, HAVANT.

Predicted Traffic Generation

It is a common misconception that a development of 200 family homes will generate 400 daily vehicle movements. This is not the case, and based on surveys of similar housing sites, the proposed residential scheme is predicted to generate around 120 vehicle movements in each of the morning and evening peak hours.

Indeed, surveys of the existing traffic flow from roads leading onto Southleigh Road have shown that the average vehicle movements currently generated per house are even lower than those used in our calculations.

As outlined previously, studies of existing traffic flow and journey times suggest that the majority of traffic associated with the site, up to 70%, would travel north to avoid the level crossing, and therefore not contribute to the existing queuing problem. The predicted traffic flows from the scheme are set out in the following diagram.



Based on the above figures, the projected increase in vehicles using the level crossing over current traffic levels would be as follows:

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Level crossing

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Transport Benefits of the New Scheme

Various measures are being promoted to improve the local transport network. The most significant of these proposals is a footbridge to connect the platforms at Warblington Station. Discussions with Network Rail are ongoing, and a plan of the proposed bridge, along with an artist's impression can be seen below.

The footbridge will:

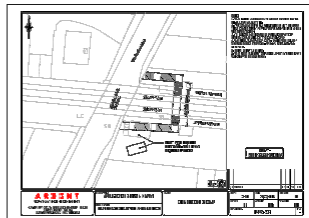
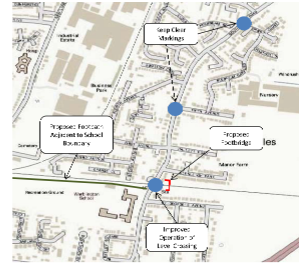
1. Minimise the risk of pedestrian injury from traffic or the rail network.
2. Increase pedestrian accessibility to amenities south of the railway line.
3. Allow traffic to flow more freely over the crossing, particularly at peak pedestrian periods such as school start and finish times, when pedestrians mixing with traffic impedes vehicular flow.
4. Reduce the length of time it takes to close the level crossing gates, as pedestrians often walk under them as they close, resulting in longer delays for traffic.

The provision of the footbridge, coupled with the Council's discussions with Network Rail seeking amendments to train timetables, will mean that the level crossing is closed for less time, which will greatly improve traffic flow and reduce queuing.

Additional road markings at the junctions onto Southleigh Road may also be added to assist drivers in accessing the road at peak times. This will include keep clear markings to avoid vehicles blocking the junction.

The development of the site for housing will prevent the return of lorries, and other associated traffic servicing Copseys Nursery, to the local road network.

The recently consented footpath to the town centre will further improve accessibility to central Havant, and there is the potential for the proposed development to contribute towards the funding of this new link.



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Drainage

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DRAINAGE STRATEGY

SURFACE WATER STRATEGY

The surface water strategy for the proposed development will follow the principles of Sustainable Urban Drainage Systems or SUDS.

All the new development roads will drain via permeable block paving with overflow outfalls into infiltration swales located on the boundary of the development.

It is envisaged that the roads when constructed will be offered for adoption by Hampshire Highways subject to approval.

All the new housing will drain via shallow soakaway features such as permeable macadam for driveways and shallow soakaways in the gardens.

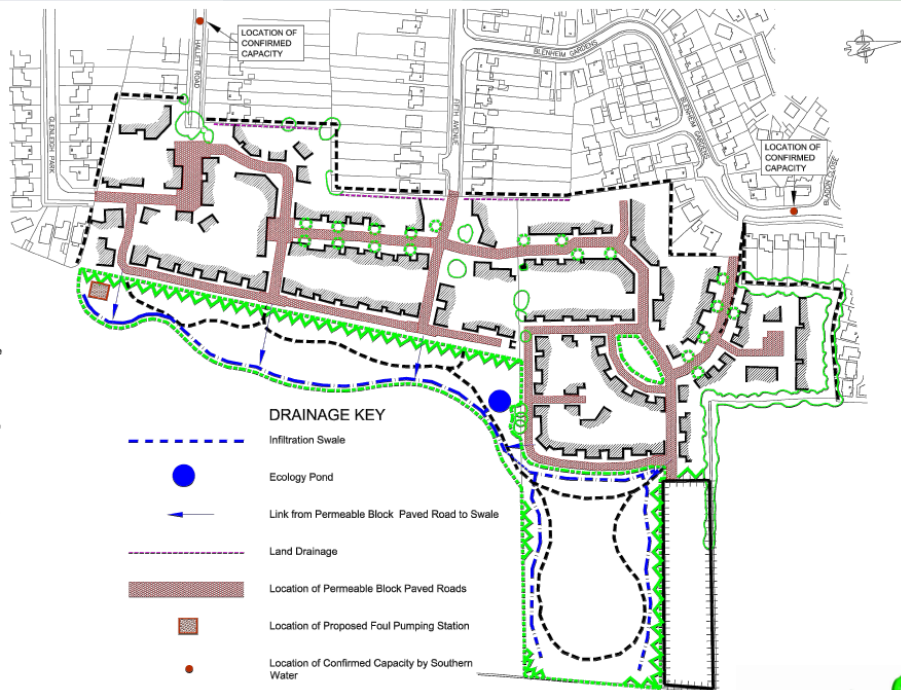
FOUL WATER STRATEGY

Southern Water has confirmed there is foul capacity for the housing in the southern part of the development in Hallett Road and for the northern part of the development in Blenheim Gardens. These points of capacity are shown on the attached plan.

Should a gravity connection to these points not be possible then provision has been made within the development for the inclusion of an adopted foul pumping station situated in the southeast corner (as you look at the plan) of the proposed development.

All the new foul sewers constructed on site will be offered for adoption by Southern Water.

It is anticipated that the proposed drainage strategy will improve the existing situation and resolve any historical flooding issues associated with the site, not least through the removal of the existing area of impermeable glass houses and associated hard standing.



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Public open space / play area MANOR FARM & COPSEYS NURSERY, DENVILLES, HAVANT.



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Who we are

MANOR FARM & COPSEYS NURSERY, DENVILLES, HAVANT.

We are mindful that our development will have a long lasting effect on the Community and it is our intention to leave a positive footprint. We promise to keep residents and the Community fully informed of our proposals as they progress during the planning process, and during construction, should our plans result in a positive planning outcome.

This is your opportunity as a stakeholder to have your say and influence the evolution of the proposed development.

All comments will be taken on board, and where practical we will look to implement comments where the majority of stakeholders share common views.

David Wilson Homes and Generator Developments share the same core values at the centre of their business ethos.

We both seek to deliver high quality developments for our purchasers and at the same time strive to ensure that the developments leave a positive Legacy for all future residents and the wider community.

We have touched on the tangible benefits the developments will bring to the Community, however at David Wilson and Generator Developments we also seek to truly become active participants in the local communities in which we work and are committed to utilise local craftsmen, encourage apprentices to join our dedicated workforce, interact with local schools and colleges, assist with local community projects.

At David Wilson Homes and Generator Developments we welcome feedback and we would urge you to either complete the questionnaires available in the hall today or leave comments on our dedicated Community websites at:

www.dwhsotoncommunity.co.uk and www.generatorgroup.co.uk/Copseys.



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Development Benefits

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Were you aware that Havant Borough Council only delivered 90 new homes in 2010/11, some 230 short of their requirement just to meet the demand generated by new forming households in the Borough (excluding any inward migration)?

Our proposed development of up to 200 new homes, which should also generate in the region of 70 new affordable homes for Rent/Shared ownership, would contribute to the delivery of around 50 homes per annum commencing from 2012/13.

The Copseys Nursery Greenhouses have long been an eyesore and this development will remove all existing buildings and proposes accessible public open space and a nature trail (play area) much needed in this part of the Borough. With the removal of the hardstandings and glasshouses within Copseys Nursery this will enable rain water to return into the ground (SUDS) rather than run off the concrete hardstandings which we understand currently causes localised flooding to the neighbouring properties.

Another major benefit is that the development will help facilitate the delivery of a new pedestrian footbridge at Warblington Station, which will also assist with traffic flow on Southleigh Road and remove a potentially very dangerous existing problem.

Amongst the other benefits that could be derived from the scheme are:

- The provision of 30 + Allotments.
- Possible relocation of the Vegetable Shop (or a new Weekend Allotments Market).
- Replacement Storage facility for the local Brownie group.
- Ecological enhancement.
- New Homes Bonus payable by Central Government to Havant Borough Council of circa £1.75m for use in the Borough.



10. APPENDIX 2 – Letter from Warblington & Denvilles Residents' Association

**Warblington & Denvilles Residents' Association**

1 St George's Avenue
Warblington
Havant
Hampshire
PO9 2RU

Mr David Churchill MRTPI
Director
Iceni Projects Limited
Flitcroft House,
114-116 Charing Cross Road,
London
WC2H 0JR

26 May 2012

Dear David,

On behalf of our members I just wanted to thank you and your team for taking the time to meet with our members last Thursday night and address some of the concerns in regard to the proposed development on the Copsey's Nurseries / Manor Farm site in Denvilles.

Not surprisingly, emotions can run high when such proposals come alive but I think on the whole most people can see a genuine desire on the part of the developers to listen and where possible take action to ameliorate those concerns – this was clearly demonstrated by your team in response to a number of earlier concerns and indeed to issues raised on the night.

Notwithstanding the intent of a few individuals to grandstand and make a point, I felt that overall the questions were relevant. I hope that you and your team did not feel that your time was wasted or disillusioned by what must at times appear to be a hostile environment.

For our part we very much wish to continue the dialogue with your team. If as a Residents' Association we can be of any help especially in communicating changes to the plan or providing contact details for visits to particular residents then please do not hesitate to let us know.

Thank you again for meeting with our members and listening to their concerns.

Yours sincerely,

Ian Crabtree
Chairman

11. APPENDIX 3 – BOARDS & COMMENTS RECEIVED FROM THE SEPTEMBER 2012 EXHIBITION

Positive Comments	Number
Appreciate provision of open land with public access	1
Thank you for public exhibition and helpful explanations – very encouraging / thank you for exhibition, well presented info and displays /	2
Good idea to use Hallett Road, will spread the load	1
Plans look acceptable, generally in favour	1
Positive developments	1
Environmental issues seem well assessed	1
Negative Comments	
Traffic / congestion would be an issue / suspicious that effect of increase traffic been underestimated, already increasing at junction of Emsworth Rd and Fifth Avenue and bottom half of Blenheim Gardens with cars parked on road / don't believe figures on extra traffic / not possible that 200 family houses will only generate numbers claimed / don't believe the traffic video supposedly taken at peak time, traffic queues to Havant one way and the by-pass the other / don't understand why 120 additional cars for 190 houses / has the increase in number of vehicles using Southleigh Rd due to the development at Westbourne Farm been factored in?	10
Difficult and frustrating problem of the level crossing – no way that the proposed development will not increase congestion and waiting times – unless gates are treated as a priority / try getting out of First Avenue at peak times , timing of gates need to be adjusted / queues of traffic at gates will be unworkable / queues block traffic lights at Green Pond corner / essential to have a new footbridge to make it safer	5
Hallett Road opening will spread load but will all end up on Southleigh Road anyway to cause congestion / additional traffic exiting feeder roads will slow traffic and probably cause accidents/ delays and frustration / any proposal to provide a road narrowing between Hallett Rd and the level crossing would only make traffic situation worse	3
Hallett Road as a through Road: narrow road and part of a crossroads at Southleigh Rd; turning difficult signs erected – has the potential to greatly increase no. of minor accidents / junction is dangerous, need to restrict traffic flows.	2
Residents of Hallett Rd believe that the change of plan to open it up was due to a vociferous minority from other feeder roads, with safer exits onto Southfields Rd	1
Living locally, know that the majority leave estates and go south down Southleigh Road and rarely go north. Believe new residents would do the same	1
Footpath and pedestrian bridge is just a sweetener. Do residents either side have a chance to protest? / not convinced this will address 200 extra homes, mostly using cars	2
Why is this development being discussed conveniently with new proposals for a footbridge at Warblington Halt – financial inducements to support a planning application have no place in planning?	1
Need a second level crossing at southern end of new housing to relieve pressure on Southleigh crossing	1
Pollution from waiting traffic (can be up to 20 mins and drivers don't switch off)	2
Access from Blenheim Road is on a blind corner	1
Spindle Close junction onto Southleigh Rd – lack of visibility to north	1
Concerns over construction traffic – mud, danger, especially to motorbikes	1
Infrastructure provision – changed little since the 1960's especially north	1

of the railway line and prior to other new developments – concerned that services will not cope without considerable expansion	
Whole area is overstretched in every way – traffic, level crossing, no decent nightlife or restaurants or good shops /overpopulated and unpleasant place to live	1
Noise / noise control. Will design and layout reduce existing noise levels to existing residents eg. traffic from A27 / construction noise levels /noise disturbance from pumping station, particularly at night leading to health issues resulting from loss of sleep / noise control is an issue	<u>1</u>
VERY concerned that there will be 2-storey houses on the edge of the development at Fifth Avenue – would cause overshadowing and loss of privacy and light (and create precedent for 2-storey housing in an area of bungalows)	1
Note with disgust no effort made to retain sycamore trees at end of Hallett Rd, an extremely important feature, protected by TPO	1
Why have revised plans show a different distribution of dwellings?	1
Comments / Suggestions / Questions	
Would appreciate consultation regarding boundary screening – appreciate efforts to respect privacy but don't want tall trees / would extra trees or vegetation be planted at boundary beyond gardens (Blenheim Gardens) as a buffer? /	2
Would like a right of way/ cycle track across farm land to Emsworth if at all possible, would be a great asset / any chance of a football pitch?	2
Visited exhibition with a view to purchase a property – lovely area, designs and views	1
Greater certainty on provision of associate resources would be good, particularly allotments	1
Drainage east of Manor Farm can be an issue so review of existing concreted areas may be needed, but happy with SUDs compliance elsewhere	1
Following discussion with Vectis – require a copy of the traffic survey results for junction of Glenleigh Pk and Southleigh Rd- omitted from display boards	1
Drainage proposals await to be proven	1
More land should be made available at Warblington School to allow parents to collect children without blocking roads	1
Sleeping policemen in Southleigh Rd would reduce speed and notices put up to turn of engines whilst waiting	1
To save trees, road at end of Hallett Rd could be narrowed and rumble strip put in – this would save trees and be a traffic calming device	1
Consider restricting access through new development to a 1- way system, in from north and out through Glenleigh Park and Hallett Rd	1
Network Rail electronic sign required to say when next train is due	1

Masterplan

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Earlier in the year we held a public exhibition following which we held a Development Consultation Forum at Havant Borough Council. A Public Meeting was arranged by WaDRA to which the development team was invited to make a presentation and answer questions. Much work has been undertaken during the last five months, including various meetings and discussions with Railtrack, Hampshire County Council and Havant Borough Council and given the passage of time Barratt David Wilson Homes and Generator consider it appropriate to update the community informing them of progress to date. A further Development Consultation Forum is scheduled for the 11th October 2012 which is also open to the public.

Land at Denvilles has been recognised by Havant BC as a potential housing development site for some time now. During the recent past a number of surveys and reports have been prepared to inform the way in which a masterplan might be conceived.

Vehicular access into the site is proposed from Glenleigh Park, Fifth Avenue, Blenheim Gardens and Hallett Road.

The site lies on the edge of Denvilles where an opportunity presents itself to 'round off' the urban edge in a sensitive manner whilst creating a strong landscape edge with the gap and countryside located to the east.

By and large development would be restricted to two storey development, reflecting the character of the existing locality, perhaps with some rooms in the roofspace and the occasional three storey building in the centre of the site providing a focal point.

The western edge of any proposal should respect the form, scale and structure of existing dwellings ensuring that both privacy and amenity are safeguarded. Boundary treatment will be considered carefully in consultation with residents. At the same time the eastern boundary requires a sensitive landscape approach to enhance the countryside edge. Running along the length of the eastern boundary it is suggested that an area of informal recreation could be created for the community to include the possibility of allotments at the northern end.



Proposed Mix (Manor Farm & Copseys Nursery combined)

2 Bedroom dwellings	- 20%
3 Bedroom dwellings	- 35%
4 Bedroom dwellings	- 35%
5 Bedroom dwellings	- 10%

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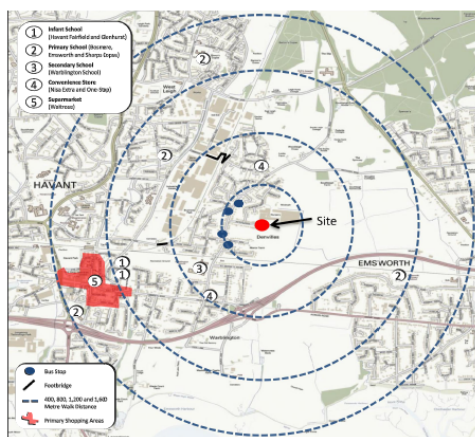
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Highways

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Site Location

The site is within an existing residential area and is in close proximity to the town centre, local schools and bus services. The diagram below shows the location of the site in the context of these local amenities and the walking distance to each.



Existing Situation

Historically there has been an issue with lorries accessing the Nursery site through surrounding residential streets not suited to the purpose. Whilst operations on site have been scaled down in recent years, this activity could return to past levels in the future, if a more sympathetic use for the site is not identified.

Whilst the Council are in Negotiations with Network Rail to improve its operation, the main issue on the highway network in the surrounding area is the level crossing on Southleigh Road. This is recognised as both a cause of congestion and a significant health and safety issue, as pedestrians and cyclists impede closing barriers and mix with traffic.

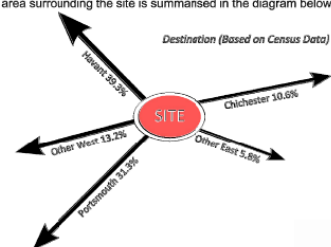
Surveys that have been undertaken, show that the level crossing can be closed for up to 18 minutes during the morning peak hour resulting in queues of up to 15 vehicles northbound and 29 vehicles southbound. In the evening peak hour the crossing can be closed for 25 minutes with queues of up to 60 vehicles northbound and 25 vehicles southbound. Problems with train services may result in the crossing being closed for extended periods.

A significant volume of traffic that would be expected to travel south on Southleigh Road based on journey distances, currently travels north via alternative routes in order to avoid this congestion at the level crossing.

Some queuing also occurs at the Southleigh Road/Emsworth Road signal junction.

Traffic Behaviour

In order to establish where existing traffic originating from the Denvilles area travels to, data from the National Census has been used. The current distribution of traffic from the area surrounding the site is summarised in the diagram below.



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Highways cont'd.

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Further Work Undertaken

Since the last public exhibition and the Development Consultation Forum, further work has been undertaken to consider the concerns that were raised. Importantly, further traffic surveys of existing vehicle movements have been undertaken by CCTV, which confirm the traffic figures put forward at our previous exhibition.

Hallett Road Access

Previously, access to the site was proposed from Glenleigh Park Road, Fifth Avenue and Blenheim Gardens, with an access for pedestrians and cyclists only from Hallett Road. This was due to the trees at the end of the road being thought to be a constraint.

Having undertaken further feasibility work it is now considered that a two way access to the site can be accommodated on Hallett Road. This has the effect of spreading the traffic from the proposed development across 4 routes to reach Southleigh Road.

Predicted Traffic Generation

It is a common misconception that a development of 200 family homes will generate 400 traffic movements in peak hours. This is not the case, and based on government figures produced from surveys of similar housing sites, the proposed residential scheme is projected to produce around 115 vehicle movements in each of the morning and evening peak hours.

Indeed, surveys of existing traffic flow from roads leading onto Southleigh Road, have shown that the average number of vehicle movements currently generated per household, is lower than the assumptions used in our calculations.

Based on the existing traffic flow on Southleigh Road that has been recorded, the projected traffic flow from the new development, and the direction of travel (examined in more detail opposite), the projected increase in traffic levels at the level crossing in the morning and evening peak hours is shown below.

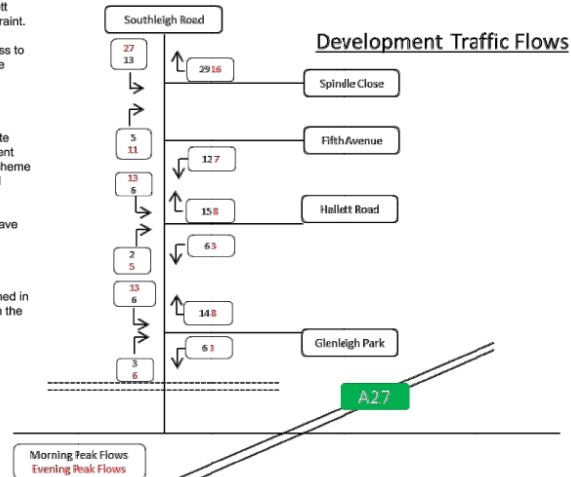
	Northbound	Southbound
Morning Peak Hour	5%	6%
Evening Peak Hour	7%	6%

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The impact of distributing the development traffic flows across the four access roads of Spindle Close, Fifth Avenue, Hallett Road and Glenleigh Park is shown below.

On the basis of the projected traffic generation figures, the longest queues observed at the level crossing would increase by up to 2 vehicles in the morning peak hour and up to 5 vehicles in the evening peak hour.



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Level crossing

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Accident Data Analysis

Accident data is supplied by Hampshire Constabulary, with their records stretching back 5 years to 1st April 2007.

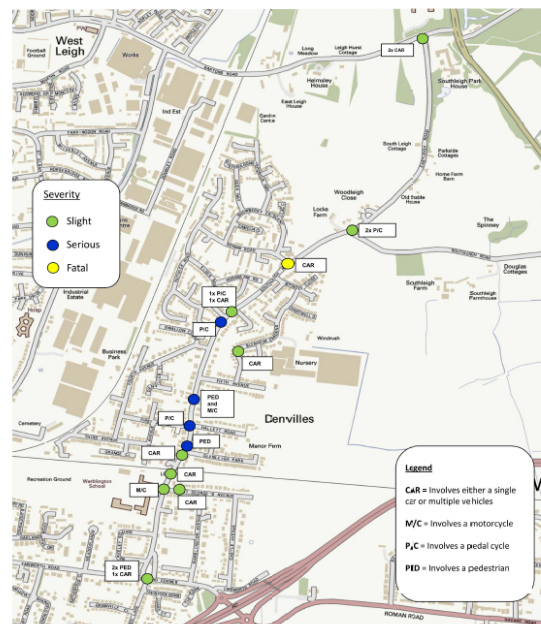
One of the common themes for accidents in the locality is vehicle drivers failing to look properly when undertaking turning manoeuvres from junctions leading out onto Southleigh Road.

Whilst accidents have occurred along Southleigh Road, none have been recorded at the proposed site access junctions of Spindle Close, Hallett Road or Fifth Avenue as a result of turning vehicle traffic.

Two of the pedestrian casualties are as a result of pedestrians emerging from parked or stationary vehicles. This is likely to be a consequence of stationary vehicles queuing along Southleigh Road due to the level crossing being in operation. The two serious casualties were both school children (11 and 14 years old respectively) and occurred at 8.15am and 4.20pm, suggesting the incidents involved pupils travelling to and from Warblington School.

The provision of a small pedestrian refuge island could be provided to the north of the level crossing on Southleigh Road. This would mitigate accidents occurring due to pedestrians attempting to cross Southleigh Road, who are masked to oncoming traffic by stationary traffic resulting from the operation of the level crossing.

We examine the potential for additional safety measures in later boards.



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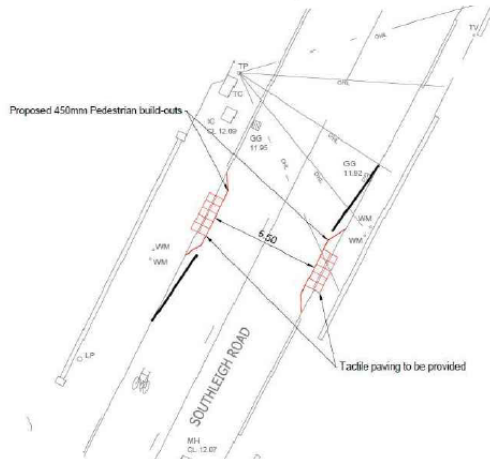
Level crossing cont'd.

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Proposed Pedestrian Build Out

We have investigated the potential to provide pedestrian crossing infrastructure to the north of the level crossing on Southleigh Road in order to mitigate accidents, however due to the narrow existing width of the carriageway and the presence of residential driveways, there is insufficient space to provide a pedestrian refuge island.

An alternative design option has been drawn up to narrow the carriageway by providing a pedestrian build-out with tactile paving. This will have the effect of encouraging vehicles to reduce speed and provide a shorter distance for pedestrians wishing to cross Southleigh Road to access the proposed pedestrian footbridge over the railway line at Warblington station.



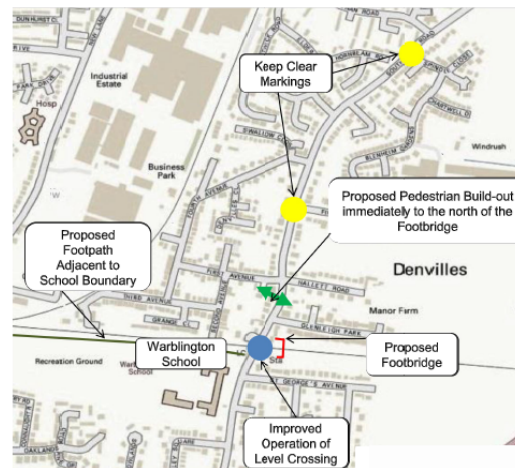
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Other Proposed Mitigation Measures

To further improve highway safety, additional road markings at the junctions onto Southleigh Road may also be added to assist drivers in accessing the road at peak times. This will include "Keep Clear" markings to avoid vehicles blocking the junction.

If housing is developed on the site then there will not be a return of lorries to the nursery and the safety issues associated with the movement of heavy goods vehicles through residential streets.

The new footpath to the town centre proposed by the Council, in conjunction with a new pedestrian footbridge, will serve to reduce the number of car journeys by providing an alternative and more direct pedestrian route to the town centre. There is the potential for the proposed development to contribute towards the delivery of this link.



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Level crossing cont'd.

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Proposed Pedestrian Footbridge

Various measures are being promoted to improve the local transport network. The most significant of these proposals is a footbridge at Warblington Station. Following a number of recent meetings and site visits, the design principles have been agreed with Network Rail, Southern Rail and Hampshire County Council and a planning application for the bridge is now imminent.

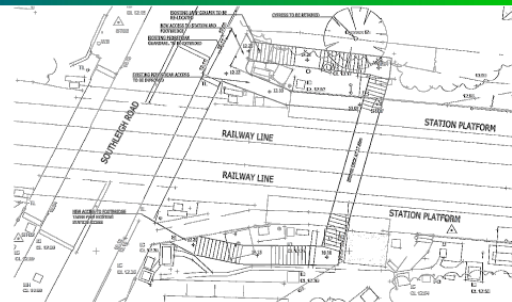
The need for a footbridge in this location has been established for some time now and the aims of the footbridge are:

- Minimise the risk of pedestrian injury from traffic or the rail network.
- Increase pedestrian accessibility to amenities south of the railway line.
- Improve the efficiency of the crossing, particularly at peak pedestrian periods such as school start and finish times, when pedestrians mixing with traffic impedes vehicular flow and results in the level crossing operator keeping the gate down for longer periods than necessary on health and safety grounds.

The recently consented footpath to the town centre will further improve accessibility to central Havant.

The key design parameters for the bridge agreed to date are:

- The footbridge sides are to consist of solid panels for the first 1.5m, with screening above this level consisting of perforated solid panels. The screening will be designed to obscure views from the footbridge to prevent overlooking onto adjacent properties and reduce the risk of debris being thrown from the bridge, whilst maximising the amount of natural light passing through.
- The footbridge will benefit from new lighting mounted internally to reduce any overspill. CCTV will also be installed within the bridge and linked to the existing station CCTV network.
- A Bicycle Gully is to be provided to allow cyclists to take their bikes over the bridge.
- The pedestrian guard rails on Southleigh Road are to be extended to act as a safety barrier for pedestrians descending the stairs on the northern side.
- It is proposed that the internal faces of the bridge are to be decorated with Artwork which will be created in co-ordination with Warblington School.



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Flood Risk Assessment

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Existing Site

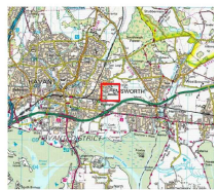
Site Location and Description

The site is located to the east of Havant in Hampshire. The approximate National Grid Reference of the site is SU 73022 05767. The overall site of approximately 7.85ha forms part of the current Copseys Plant Nursery (6.48ha) and land associated with Manor Farm (3.37ha).

The northern area of the site (Copseys Plant Nursery) predominately comprises of greenhouses with an area of hardstanding and one property within grass covered grounds. The southern section of the site (Manor Farm) predominately comprises of open arable farm land with storage barns, associate farm structures, and No. 17 & 19 Havant Road.

The site is bound to the north, South & West by residential properties and to the East by open arable farm land.

Figure 1: Site Location



Topographical and Geological Information

Topography

The topography of the existing Manor Farm site is generally flat, falling from 14.50m AOD to 13.00m AOD north to south. Refer to Appendix 1 for the existing Topographical Survey. No detailed topographical data exists for Copseys plant nursery, however the site is generally flat at approximately 25.00m AOD.

Geology

The Environment Agency's mapping website (www.map.environmentagency.gov.uk) has classified the site as not located within a groundwater source protection zone for groundwater abstractions. Groundwater vulnerability for this area is classed as a minor aquifer intermediate to high.

The underlying superficial soils are classified by the Environment Agency as being 'Secondary A' Aquifers. These are defined as permeable layers capable of supporting water supplies at a local rather than strategic scale, and in some cases forming an important source of base flow to rivers.

The underlying bedrock is classified by the Environment Agency as being 'Unproductive Strata', these are rock layers or drift deposits with low permeability that have negligible significance for water supply or river base flow.

The initial ground investigations have shown that the ground water table is highly susceptible with rapid fluctuations, found generally between 0.75m and 1.00m bgl. There are certain areas, notably within the fill area located in the N.W. of the site, where the ground water is high possibly due to a perched water table caused by the fill material.

The soils were found to be gravels over loose clays.

Soakage tests indicate that the soakage rate is in the region of 1 x 10⁻⁵m/s.

Catchment Information

Watercourses

The nearest ordinary watercourse to the development borders the eastern boundary of Copseys nursery. This runs south past Manor Farm and under the A27 where it joins the main tributary discharging to Chichester Harbour 3.5km south of the site.

Water bodies

Chichester harbour is located 3.5km south of the development.

History of Flooding

The site has no reported history of flooding from all sources.

Summary & Conclusion

The Environment Agency's Indicative Flood Map shows the proposed development site to be located within Flood Zone 1. This is land assessed as having a less than 1 in 1000 (0.1%) annual probability of flooding from a river or stream in any year by the Environment Agency and is not within an area subject to other flooding or extreme flooding events.

No other sources of flooding were identified on the site or within the vicinity of the site.

The design philosophy for management of surface water runoff from this site is to utilize infiltration via SUDS features throughout the development. These will include permeable block paving, swales and cellular cote soakaways to provide a sustainable drainage system.

The philosophy of SUDS is to replicate as closely as possible the natural drainage from a site before development, reducing the impact on receiving watercourses.

In accordance with Environment Agency requirements and consideration will be given to increasing the size, beyond that required to provide additional surface water storage and further.

All piped systems will be designed in accordance with the requirements of Sewers for Adoption 6th Edition and offered to for adoption to Thames Water.

The foul and surface water piped drainage system will be designed in accordance with the requirements of Sewers for Adoption 6th (addendum) Edition and offered to for adoption to Southern Water.

It is recommended the site is raised by 300-400mm to increase the dissipation layer (the distance between the underside of any permeable structure and the water table level).

Flood Risk Assessment

Flood Zone Map

Figure 3: Extract from Environment Agency Flood Zone Map



© Environment Agency 2011

Main Rivers

Dark blue shows the area that could be affected by flooding, either from rivers or the sea. If there were no flood defences, this area could be flooded.

- From the sea by a flood that has a 0.5 per cent (1 in 200) or greater chance of happening each year.
- From a river by a flood that has a 1 per cent (1 in 100) or greater chance of happening each year.

Light blue shows the additional extent of an extreme flood from rivers or the sea.

These outlying areas are likely to be affected by a major flood, with up to a 0.1 per cent (1 in 1000) chance of occurring each year.

The Environment Agency's Indicative Flood Map shows the site to be located within Flood Zone 1. This is land assessed as having a less than 1 in 1000 (0.1%) annual probability of flooding from a river or stream in any year by the Environment Agency and is not within an area subject to other flooding or extreme flooding events.

Surface water drainage strategy

PPS 25 requires that new developments do not exacerbate flood risks elsewhere, which means there is a need to control drainage and runoff to ensure there are no increases in overland flow as a result of the development.

Sustainable Drainage Systems (SuDS) will be incorporated into the surface water drainage strategy to manage the additional runoff and reduce flood risk to downstream areas. The philosophy of the SuDS will be to replicate as closely as possible the natural drainage regime from a site before development, reducing the impact on receiving watercourses.

The Building Regulations Document H (2000) details a hierarchy of potential methods of disposing of surface water from a site:

- As adequate soakaway or some other adequate infiltration system, or where that is not practicable.
- A submersible, or where that is not practicable.
- A sewer.

Surface water runoff will be managed in accordance with current requirements to incorporate Sustainable Urban Drainage into development. The suitability of various techniques has been assessed using the SuDS management train as stated in the CIRIA Manual C107. The various techniques will be reviewed as to their suitability in consideration of the characteristics of the development to manage runoff at source. The use of SuDS systems will provide an improvement to the biodiversity and water quality and a reduction in runoff peak runoff flow.

As the soil conditions on the site are suitable for infiltration, SuDS features such as permeable paving, cellular cote soakaways and swales will be utilized. These techniques also improve the quality of the storm water runoff.

Each house will also have a 200L rainwater butt connected to a down pipe with a draw off tap. All SuDS features will be designed to cater for the 1 in 100 year + 30% climate change events in accordance with Environment Agency requirements.

The piped system will be designed in accordance with the requirements of Sewers for Adoption 6th (addendum) Edition and offered to for adoption to Southern Water.

It is recommended the site is raised by 300-400mm to increase the dissipation layer (the distance between the underside of any permeable structure and the water table).

Surface water drainage for the site will follow the principles as outlined below:

Residential Access Road

The adaptable road will drain via a permeable surface of either permeable block paving or permeable macadam. The sub base for both will be designed to attenuate the 1:100 year + 30% climate change event.

Overflows from the permeable road system will be collected by sub base drains and discharged to shallow infiltration swales that will run along the eastern boundary.

Residential Areas

Roof drainage will drain via traditional rainwater down pipes discharging to shallow cellular cote soakaways or sub base drainage systems.

Driveways and Parking Courts

Parking courts will be constructed using a mixture of permeable block paving in the parking bays and permeable surfacing on the moving areas. Runoff from both areas will drain through the block paving to the permeable sub base below.

As runoff permeates through the structures, pollutants and contaminants are filtered out by the bedding layer providing an improvement in water quality.

Climate Change

PPS25 requires that consideration is given to the effect of climate change on the flows generated by any new development. For street surface water drainage, an increase in 30% is considered as a likely increase in rainfall intensity due to long term climate change, up to 2115.

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Surface Water Drainage

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DRAINAGE STRATEGY

SURFACE WATER STRATEGY

The surface water strategy for the proposed development will follow the principles of Sustainable Urban Drainage Systems or SUDS.

All the new development roads will drain via permeable block paving with overflow outfalls into infiltration swales located on the boundary of the development.

It is envisaged that the roads when constructed will be offered for adoption by Hampshire Highways subject to approval.

All the new housing will drain via shallow soakaway features such as permeable macadam for driveways and shallow soakaways in the gardens.

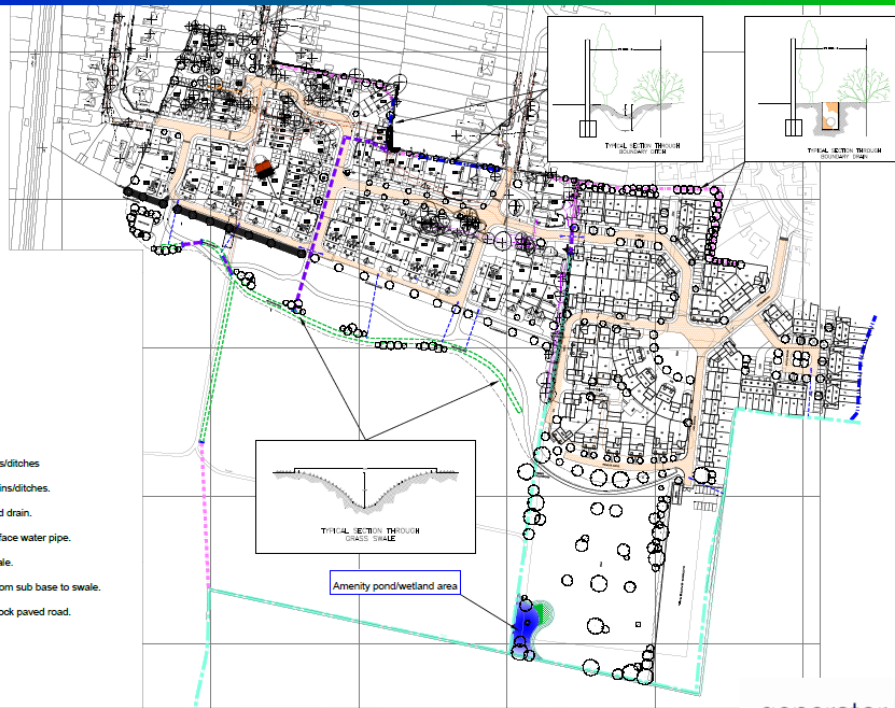
Ditches and land drains will be provided on the western boundary to assist with water logging problems in low spots.

The new ditches and drains will be connected to the proposed swales and off site drains.

The existing ditches on and around the site will be cleaned out.

DRAINAGE KEY

- Existing drains/ditches
- Proposed drains/ditches.
- Proposed land drain.
- Proposed surface water pipe.
- Proposed swale.
- Connection from sub base to swale.
- Permeable block paved road.



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Landscaping & Ecology

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8 Cross section across edge of the development to site boundary with swale

LANDSCAPE STRATEGY

- 1 Landscape Boundary edge to Havant/Emmeworth Gap with a substantial tree and hedge planting to screen the residential development from views into the site from the south east and to create an edge to the Open Space.
- 2 Softer native hedgeline and intermittent trees with shallow grassed swales to the edge of the Open Space boundary.
- 3 Wooden Play trail alongside the Open Space footpath route
- 4 Pumping station to the lower corner of the site surrounded by native shrub planting.
- 5 On site water attenuation pond linked to the existing swales and sustainable urban drainage system, in the corner of the field due to site levels.
- 6 New allotments for residents with a cabin for a local shop to sell on surplus produce and encourage community co-operation.
- 7 Public Open Space with a managed wildlife area of rough grassland providing a reptile translocation site for slow worms

It is proposed that 212 native, fruiting and native hybrid trees will be planted within the site to compensate for trees removed as a result of development. This will provide a net gain of 140%.

Trees lost as a result of the development

- 0 'A' Category trees - of high quality and good value
- 6 'B' Category trees - of moderate quality and value, two of which are TPO's
- 48 'C' Category trees - low quality specimens two of which are TPO's
- 14 'U' Category trees - weak dead or dying
- 16 groups of self-seeded clumps including some with TPOs, whose proximity will prevent them growing into individual specimens

ECOLOGICAL ENHANCEMENT

A full ecological survey of the site has been undertaken in 2011. This has included detailed site survey and protected species surveys to the recommended guidelines. Survey work has included surveying for vegetation and habitats, Bat, Badgers, Reptiles and Amphibians, Birds (including wintering waterfowl) and general surveys for other species of conservation concern.

The surveys have recorded a low population of Slow Worm on site, a number of commoner foraging bats around the site (but no evidence of roosting within potentially suitable buildings or trees on site), farmland birds in the wider local area, and common amphibians (Smooth Newts).

Ecological mitigation and enhancement measures to include:

- retention of boundary features,
- measures to protect nesting birds on the site,
- safe felling of trees not retained,
- provision of bat and bird boxes,
- consideration of lighting schemes on wildlife and open space areas,
- relocation of the small reptile population to suitable habitats within the wider site,
- management of parts of the open space areas to be created as part of the scheme for wildlife.



3 Illustrative Images of the Trim Trail items for the edge of the Open Space

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You said, we listened

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In March this year Barratt David Wilson Homes and Generator Developments undertook initial consultations with the local authority and the public, through meetings and a public exhibition for proposed residential development of 191 houses on this site.

This exhibition was advertised locally and leaflets distributed to nearly 500 households. Just over 200 people attended the exhibition and approximately 25% of those returned comment sheets. These comments were carefully analysed and it was clear that there were several main areas of concern. These related to:

- Traffic: namely the problems that would be caused by the amount of cars that would be generated by the development; the proposed access from the estate roads and the issue of the level crossing on Southleigh Road. Questions were raised as to the accuracy of the traffic data and the reasons behind the proposed access points
- Lack of infrastructure
- Design: overlooking / height of houses adjoining existing bungalows
- Drainage, particularly local flooding
- Principle of development / need for new housing / numbers of houses

As a result of listening to all these comments, a great deal of further work has been undertaken, for example:

- Further detailed traffic surveys and video monitoring have been undertaken to reinforce the traffic data upon which the scheme is based. Detailed surveys and week long video monitoring now provides up-to-date and accurate traffic information to support the proposals.
- Positive progress has been made with Network Rail and HCC Highways with regard to a pedestrian footbridge over the railway line, with a view to making an application shortly. This proposal will help achieve the provision of this bridge that has been in the council's capital programme for many years
- Further work has been conducted on the topic of Drainage with detailed discussions taking place with neighbours abutting the site.
- We have reviewed relationships of new homes with existing properties and have sought to improve those relationships by reducing the number of properties directly on the boundary and have increased landscape buffers.

The revised proposals have taken on board many of the comments raised, for example;

- An additional access is proposed from Hallett Road. This will distribute traffic more evenly and allow it to move more freely.
- Ongoing discussions with HCC to resolve parking and traffic flow management.
- Review of contributions to infrastructure.
- A comprehensive layout of the site has been designed in more detail and the relationship of new dwellings to existing has been carefully considered
- Retention and relocation of vegetable stall/market adjoining proposed allotments

The revised proposals are now on display at this exhibition for further comments and we will continue to listen to what you have to say. Another meeting will then be held in October with the Council's Development Control Forum which includes local councillors to discuss the proposals and public feedback. The results will then be incorporated into a final planning application.



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Second exhibition image

Post second exhibition image

Following the very first exhibition when Hallett Road remained a cul-de-sac a great deal of comment arose requesting that the road be opened to vehicular traffic in order to dilute the amount of traffic percolating through the site. The single problem being that a tree would have to be removed. At the second exhibition the tree was 'removed', the road opened up providing a fourth access into the site but the loss of the tree drew comments. As a compromise the eastern end of Hallett Road has been narrowed but the tree remains.

The second change made following the last exhibition is at Plot 81 providing appropriate boundary treatment and enabling the existing house to convey a triangle of land thus improving his garden.

The third change has been made in response to the occupants of no 44 Glenleigh Park, to reinforce the landscaping creating an improved boundary treatment.

The latest proposals displayed at the exhibition illustrated new houses adjacent to numbers 25 and 30 Fifth Avenue but the relationship between a bungalow and a house received adverse comments.

In order to overcome the problem the proposed houses have been replaced with chalet bungalows.

Looking north at the end of Fifth Avenue the height of the proposed chalet bungalow, whilst higher than the existing bungalow, provides a transitional building between the bungalow and the first house.

Similar to the street scene above but looking south, the transitional arrangement is repeated thus creating an improved appearance.

Opportunities also exist on the northern part of the development to improve landscape extent or transfer land to adjoining owners to mitigate the effect of the development.

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