

Land off Barncroft Way and Park Lane, Havant

Design & Access Statement

Revised June 2011

Contents

1.0 Introduction

2.0 Site Assessment

- 2.1 Location
- 2.2 Description and Context
- 2.3 Movement and Local Facilities
- 2.4 Townscape and Character
- 2.5 Landscape and Other Site Features
- 2.6 Social and Economic Context
- 2.7 Involvement

3.0 Planning Policies

- 3.1 Residential Use
- 3.2 Movement, Access and Parking
- 3.3 Design, Layout and Form
- 3.4 Nature Conservation
- 3.5 Infrastructure

4.0 Design Vision

- 4.1 Use

- 4.2 Amount
- 4.3 Scale
- 4.4 Layout
- 4.5 Access
- 4.6 Landscaping
- 4.7 Appearance

Appendices

- 1.0 Havant Borough Council Pre-Application Letter, 19 March 2010
- 2.0 Table Of Responses To Pre-Application Letter
- 3.0 Minutes Of Havant And Bedhampton Community Board Meeting, 15 December 2010
- 4.0 Site Analysis – Site Constraints And Opportunities Plan, 26 October 2009
- 5.0 Preliminary Illustrative Layout - Barncroft Schools Site, 02 February 2010
- 6.0 Illustrative Layout - Barncroft Way (Dwg. No. Y0426-02C-Ajt, Rev B)
- 7.0 Illustrative Layout - Park Lane (Dwg. No. Y0426-04A-Ajt)
- 8.0 Site Survey And Cross Sections (Dwg.No. E 1606S, Rev C)

1.0 Introduction

The purpose of this Design and Access Statement is to support an outline planning application for residential development at the site of the former Barncroft Infant and Junior Schools and has been prepared in accordance with Government guidance¹.

It has been structured to show the process that has led to the illustrative development proposals for the site and to explain and justify the design principles behind the outline proposals. A Planning Statement also accompanies the outline application and contains a description of the background to the proposals and a more detailed planning policy justification for them.

¹ Circular 01/2006 "Guidance on Changes to the Development Control System", DCLG, 2006 and Article 4C of the Town and Country Planning (General Development Procedure Order)

2.0 Site Assessment

2.1 Location

The application site extends to 1.19 hectares (2.94 acres) and comprises two separate parcels of land that were part of the Barncroft Infant and Junior Schools.

The larger parcel fronts onto Barncroft Way and is the site of the former Infant School. The smaller parcel fronts onto Park Lane and was an unused corner of

the former Junior School. Both parcels lie to the north of Hooks Row a corridor of public open space that connects Park Lane and Barncroft Way.

References in this document, to 'the site' apply to both parcels of land.

The site lies just south of the Middle Park Way local centre and is one kilometre (0.7 mile) to the west of the Leigh Park district centre.

Havant town centre is some 1.7 km (one mile) to the south-east of the site (Figure 1).

The site is within the urban area of Havant and the Leigh Park Regeneration Area, as defined on in the Core Strategy Proposals Map, and on the northern edge of Bedhampton Ward, immediately adjacent to its boundary with Barncroft Ward.

2.2 Description And Context

The smaller parcel of land off Park Lane, extending to 0.14 ha (0.3 acre), is low lying ground that was unused by, and fenced off from the rest of, the Junior School, the grounds to which lie behind it to the east. Immediately to the north the parcel adjoins a medical centre. To the south the parcel borders a narrow section of Hook's Row, beyond which are residential dwellings (Nos 72-74 Park Lane).

Being unused for some time, the parcel had become very overgrown, subject to fly-tipping, and used as an unauthorised route into the school grounds. Consequently the site was recently cleared of much of the undergrowth and fenced. There are a number of small trees within the parcel, and more substantial specimens just beyond the eastern boundary within the school grounds.

The larger parcel off Barncroft Way extends to 1.05 ha (2.6 acres). In addition to the buildings, hard-standings, parking areas, roads, and footpaths associated with the Barncroft Infant School, this parcel also accommodates a number of temporary classrooms recently installed to allow the refurbishment of the new Primary School (the former Junior School).

To the north this parcel adjoins the rear gardens of

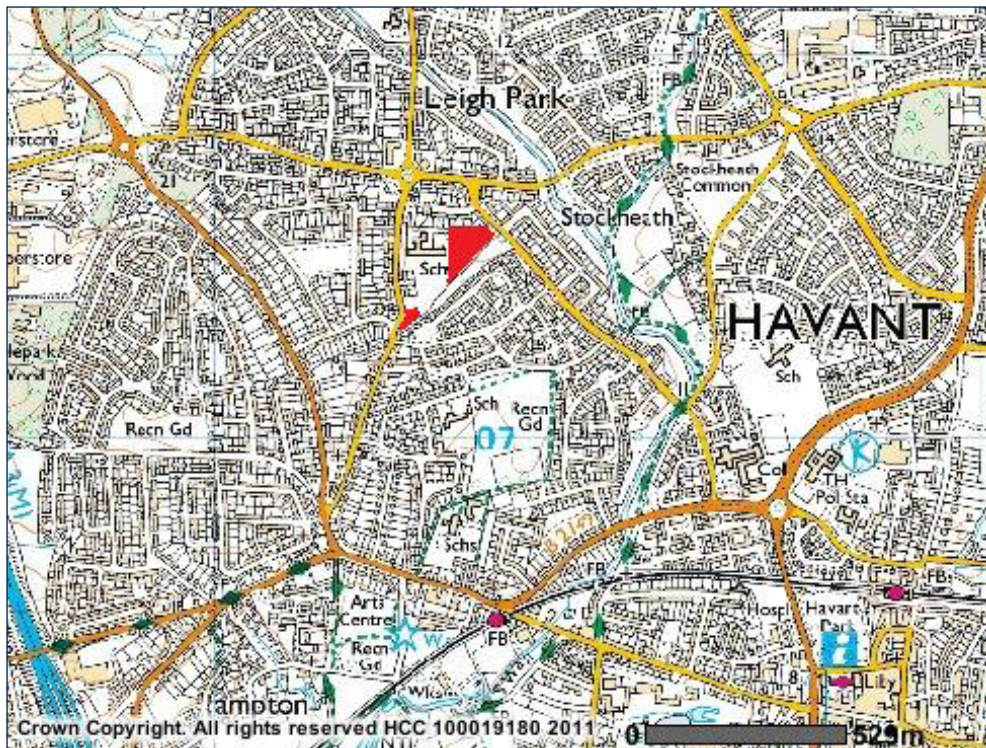


Figure 1

residential properties in Barncroft Way (Nos 10-20) and Ashley Way (Nos 1 -8). To the south the parcel borders Hooks Row and, to the west, adjoins the retained grounds of the new Barncroft Primary School.

2.3 Movement And Local Facilities

Local facilities

- there are seven local shops, a small supermarket, and petrol filling station at Middle Park Way within 400 metres, about a 5 minute walk, of the site.
- larger food and DiY superstores off Purbrook Way are within 1.5 km (one mile) to the west of the site.
- immediately to the north of the Park Lane parcel is a medical centre and, further north, there is a dental practice just beyond the Primary School entrance on Park Lane.
- the refurbished Barncroft Primary School abuts the application site and St. Thomas Moore's RC Primary School is within 700 metres to the south.
- Park Community School is less than 900 metres (0.5 mile) to the north and Havant College is a similar distance to the south-east of the site.

The site is therefore well served by local shops, schools, and primary medical services that are within walking distance.

Movement

- the existing Infant School is currently accessed by vehicles directly from Barncroft Way, which itself

connects that part of Leigh Park with Havant town centre.

- the smaller parcel has no vehicular access from Park Lane but has a frontage of about 45 metres with the public highway.
- the surrounding area provides pedestrian footways on both sides of the streets and both parcels are immediately adjacent to Hooks Row, which provides a footpath route, currently unsurfaced, between Barncroft Way and Park Lane.
- there are cycle lanes around the Purbrook Way / Middle Park Way roundabout providing safer access for cyclists to and from local shops.
- the site is within 1.5 km (one mile) of Junction 4, providing access to and from the south, and 2.6 km (1.6 mile) of Junction 3 of the A3(M).

The site is therefore well connected to the existing road and footpath network and is within cycling distance of local and higher order services.

Public transport

- there are bus stops within 100 metres of the site along both Barncroft Way and Park Lane.
- Barncroft Way provides bus routes to and from Havant town centre and to and from Southsea (Route 23), Emsworth and Rowlands Castle (R27), and Petersfield (R37).
- along Park Lane buses (R21) run between Havant town centre and Portsmouth harbour.
- bus stops along Purbrook Way, within 150 and 500

metres of the Barncroft Way and Park Lane parcels respectively, provide services to the superstores and on to Fareham (R63).

- Bedhampton and Havant railway stations are one and 1.5 kms (0.6 – 1 mile) respectively to the south of the site.

The site is thus well served by public transport connecting it to Havant town centre and surrounding towns and cities.

2.4 Townscape And Character

Whilst the site is within Leigh Park, the Borough Council's assessment² identifies the site as being with the "Bedhampton and Havant – north-western suburbs" character area and notes that the majority of the development in that area took place in the immediate post-war period. The alignment of Barncroft Way and Purbrook Way is first recorded in 1945, with the development of the latter dating from the 1960s -70s. Park Lane, however, is a more established route with much of its early housing development to the south of the site dating from the 1930s.

The majority of the surrounding area is exemplified by the two storey public housing characteristic of the post-war development of Leigh Park. This exhibits a traditional

² Havant Borough Townscape, Landscape and Seascape Character Assessment, February 2007

street network, with relatively straight or sweeping roads, with footways on both sides, and houses set back from the edge of the public highway behind front gardens.



Figure 2



Figure 3

The houses are predominantly two storeys with pitched roofs, frequently in terraces of up to six dwellings, and with elevations of brick or render (Figures 2 and 3).

The character of the buildings along Park Lane, however, is slightly different, comprising more detached dwellings, including a number of bungalows, with more varied styling (Figure 4).

The Borough Council's assessment describes the built environment of the surrounding area as follows:

*"The density of settlement grain clearly reflects ownership within this area, with densely packed areas comprising short (4 or 6 house) terraces and semi-detached municipal housing ... contrasting with the more generous settlement grain of the privately owned bungalows, detached and semi-detached houses to the south-west..."*³

Efforts have been made to improve the appearance



Figure 4

and individuality of the municipal housing by means of painting in bright colours, but the style and detail of the houses is very simple (rendered with profiled cement roof tiles)...

*The variety of design and detail in the privately owned houses is much more individual. Almost exclusively of brick, the colour of the brick varies between yellow, red and brown, and many have been rendered. Tile hung bays, and lapped timber gables provide variety, and roof profiles vary from simple gabled, through hipped with side catslides, to quite complex profiles with hips and hipped gables..."*³

2.5 Landscape and Other Site Features

Views

The two parcels are visible from surrounding public streets and spaces.

The Infant School has a relatively short road frontage and, given the alignment of the road and the location of the school buildings, the existing trees on the frontage are the most prominent visual element of that parcel when viewed along Barncroft Way.

From the south along Barncroft Way, the approaching view is also screened by the larger trees within Hooks Row.

³ *ibid*, page 200

However, more direct views into the Infant School parcel are available from Priorsdean Crescent, although these too are filtered through the frontage tree screen (Figure 5).

The Barncroft Way parcel is also visible from within Hooks Row and from the rear of properties in Redbridge



Figure 5



Figure 6

Grove (Figure 6), although views here are again screened in places by the existing hedgerow and planting along the school boundary.

Further south along Hooks Row the smaller parcel off Park Lane is also visible through the boundary fencing.

The parcel off Park Lane is on the outside of a slight bend in the road and is thus visible from both directions along that road, although from the south the more mature trees within Hooks Row screen the parcel itself.

Vegetation

As part of the feasibility study undertaken to determine the educational options for the new Primary School, the existing vegetation on both the Junior and Infant Schools was surveyed in 2008. Of the 116 individual trees identified in the 2008 survey, 93% are within the school grounds retained for the new Primary School.



Figure 7

A further Arboricultural Report was prepared in January 2011 to update the information for the site itself and is submitted separately as part of this outline application. The updated Report confirmed that within the application site there are no trees or planting belts considered to be of high quality (category A⁴). Most of the individual or groups of trees are considered to be low quality (category C) and should not, in themselves, overtly determine development proposals for the site.

The Barncroft Way Infant School parcel contains two individual trees of moderate quality (category B), with the plane tree close to the frontage with Barncroft Way (see Figure 5) offering long term potential and visual amenity for the surrounding area.

The hedgerow and screen planting along the southern boundary with Hooks Row (Figure 7), and the two small groups of trees planted within the school grounds on the western boundary of the parcel, have limited long term potential and are of low amenity value.

The parcel off Park Lane contains only trees of low quality (category C) which offer limited landscape value to the surrounding area. The group of poplar trees, just beyond the parcel's eastern corner, and three ash trees, in the very bottom south-west corner, are the only specimens of any significant height. Otherwise the parcel is generally

⁴ British Standards Institution (2005) BS 5837: Guide for trees in relation to construction BSI, Milton Keynes.

Land off Barncroft Way and Park Lane, Havant

Design & Access Statement

dominated by immature, self seeded trees, set amongst an understory of bramble and nettle.

Ecology and wildlife

There are no sites of special scientific or nature conservation interest on or close to the site.

Both the Junior and Infant School sites were assessed for their ecological value in 2008 as part of the education feasibility study.

More recently, both parcels have been subject to an extended Phase 1 Habitat Survey, undertaken during the summer of 2010, to update the information for the site itself, and this report is submitted separately with the outline application.

The Survey found that the buildings and hard standings that make up over one third of the area of the Infant



Figure 8

School parcel (Figure 8) have negligible ecological value, the playing fields have low ecological value, and the rough areas of grassland and scattered scrub, including the Park Lane parcel, offer low botanical value but do provide a potential habitat for small mammals, invertebrates, and nesting birds.

The Survey report also noted that:

- none of the buildings or trees on site were suitable for roosting bats but that the linear tree lines adjacent to Hooks Row site have some potential for bat foraging;
- young trees and scattered scrub present on site offer nesting bird habitat and, if necessary, should be cleared outside of the nesting bird season;
- badgers are absent from the site;
- there is no suitable habitat for reptiles or great crested newts on site;
- the mature oak trees in Hooks Row, which have low bat roost potential, would be unaffected by the redevelopment of the site.

The Habitat Survey report concludes that, given the low ecological value of the majority of the site, assuming the recommendations made in the report are followed, the development should have negligible ecological impact.

Archaeology and conservation

As part of the planning application for the refurbished Primary School, Hampshire County Council (HCC) archaeologists were consulted in 2010 and reported that there are no known archaeological sites in the

immediate vicinity. There are also no Scheduled Ancient Monuments, Listed Buildings, or Conservation Areas in close proximity to the site.

The application site is, therefore, understood to raise no concerns as regards potential features of archaeological, historic or architectural interest.

Topography and geology

A land survey plan, with spot heights, is submitted separately with this outline application and indicates that the site area is relatively level with a very gentle slope from west to east, from Park Lane towards Barncroft Way. From the highest points, in the north-west corner, to the lowest, in the south-east corner of both parcels, the land falls at a gradient of less than 2%. Across the Barncroft Way parcel the land falls north to south at a gradient of 1%.

The Borough Council's landscape assessment suggests⁵ that the site lies in an area where the underlying geology comprises the London Clay Formation, a blue-grey sandy clay with occasional pebble beds, which occurs as a broad band from Waterlooville across to the northern edges of Emsworth. This has given rise to slowly permeable, seasonally wet, slightly acid but base-rich loamy and clayey soils⁶.

⁵ Ibid, page 15

⁶ Ibid, page 199

Drainage, services and utilities

The site is not within a groundwater protection zone or flood risk zone as identified by the Environment Agency (see Figures 9 and 10) although areas alongside the Hermitage Stream, further to the east and south of the site, are known to be at risk of flooding. A Flood Risk Assessment has been undertaken in 2011 by HCC Engineering Consultancy, which raises no issues.

At present, there are no public drains within the site

but there are private foul and surface water sewers which serve both the Junior and Infant School, and will continue to serve the merged Primary School.

An initial drainage study from 2008 looked at options around the planned school rationalisation as it was evident that the foul and surface water drainage of a retained school would be inextricably linked with that for any surplus land which resulted from the school merger. Following the decision to create the new Primary School

around the existing Junior School, a further technical study into the sewerage and drainage capacity of the proposed merged school and the application site was undertaken by HCC Engineering Consultancy in 2010. The Drainage Statement from this study is submitted separately as part of the outline application.

Currently, the Infant School has three separate connections, and a fourth unused connection, into a surface water sewer, which runs alongside the southern

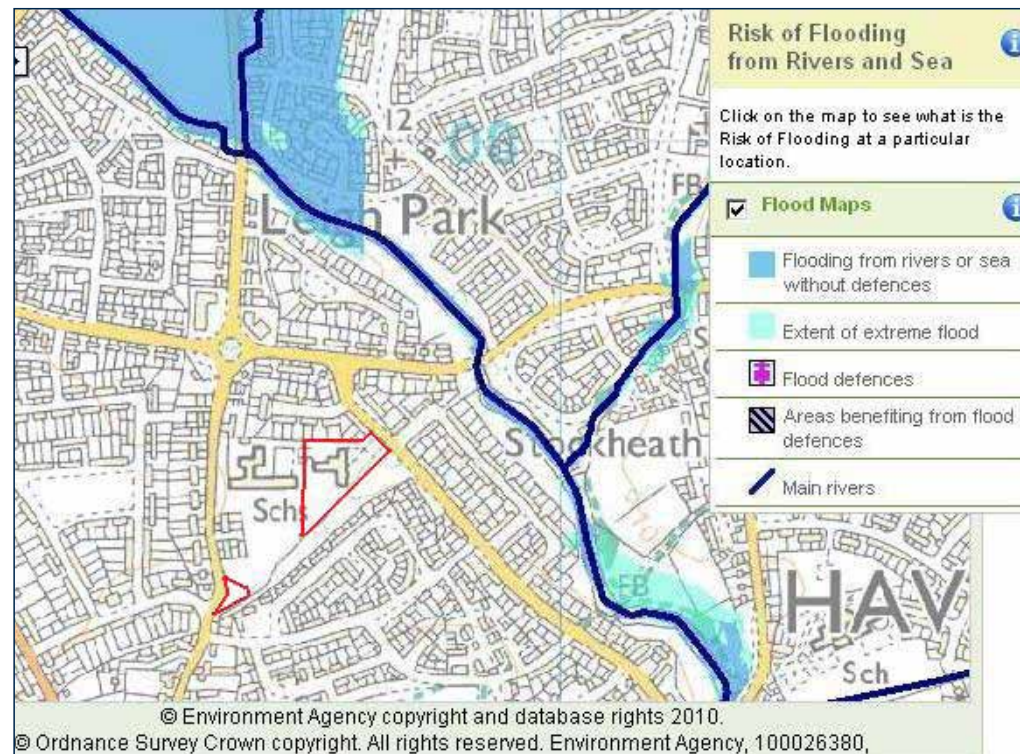


Figure 9

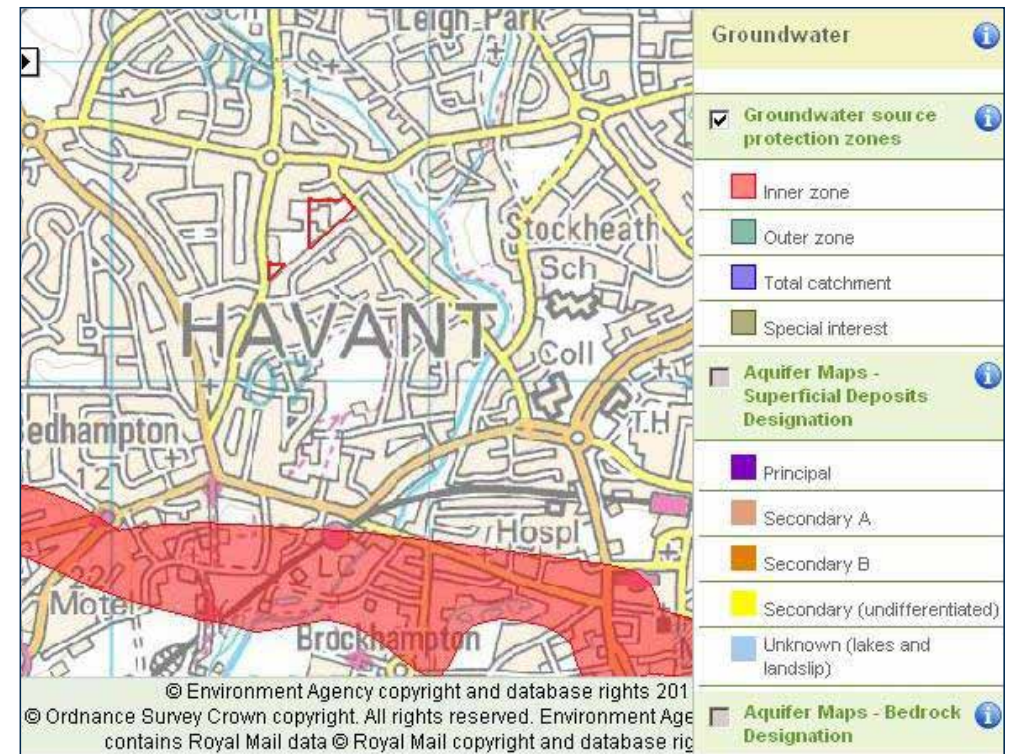


Figure 10

boundary of the site within Hooks Row and discharges into the Hermitage Stream further to the east. Taking into account the existing surface water discharge from the Infant School, Southern Water and the Environment Agency have agreed that the strategy set out in the Drainage Statement would not increase discharges from the site above the existing levels. With on-site attenuation for anticipated periods of potential flood, every 30 and 100 years, the drainage strategy would result in an improvement over the existing situation.

Both the existing Junior and Infant Schools discharge via a private sewer, which runs along the northern edge of the Infant School parcel towards the main foul sewer in Barncroft Way. This existing sewer requires an easement of 5 metres in width along the northern boundary of that parcel. With their merger into a single Primary School, there will be reduced flows and thus spare capacity in the foul sewer system. Southern Water has approved the proposed flow rates for foul sewage, set out in the Drainage Statement for the application site, using the existing connections.

As there is insufficient capacity in the main sewer in Park Lane, the Drainage Statement includes a proposal to pump the foul sewerage from the Park Lane parcel into the Infant School parcel and then, via the route along the northern boundary, into the main sewer in Barncroft Way.

Whilst details of services and utilities are reserved for subsequent approval, it is understood that the site can

be served from existing energy and communication utilities in the area.

2.6 Social And Economic Context

As a result of falling pupil numbers attending both the Junior and Infant Schools, the decision was agreed with the Governors to develop a single Primary School, based around the enlargement and improvement of the Junior School.

Proposals for the new Primary School secured planning consent in May 2010 (Application No. 10/74150/000) to provide refurbished buildings and education facilities, expand the early-years learning, and retain the existing swimming pool within school grounds of over 2 ha. (c.5 acres). Work has now commenced on the school rebuilding project.

In order to help cover part of the capital cost of these educational improvements, the surplus land resulting from the schools' merger is proposed for housing development, to be undertaken by a private developer.

The development of surplus school playing fields for new housing forms part of the Borough Council's adopted regeneration strategy for Leigh Park⁷.

2.7 Involvement

Parents and school Governors were consulted and

closely involved in the Local Education Authority's proposals for the creation of the new Primary School during 2008-09. The report of the County Council's Director of Children's Services, summarising those proposals and the consultations undertaken, is attached as an appendix to the Planning Statement, submitted separately with this application.

Havant Borough Council (Planning and Environment) was consulted on early proposals for the redevelopment of the application site and, following an informal meeting, provided pre-application advice on a range of planning and design issues in a letter dated 19 March 2010, attached as Appendix 1. A summary table of the responses made to the Borough Council's pre application advice, contained in its letter of 19 March 2010, is attached at Appendix 2.

Draft proposals for the application site, revised in the light of the Borough Council's advice, were presented to representatives of the Havant and Bedhampton and Leigh Park Community Boards on 15 December 2010. An extract of the minutes of the meeting, as they relate to the site, are attached at Appendix 3.

⁷ "Leigh Park Strategic Framework", Supplementary Planning Document, July 2006, Havant Borough Council, Paragraph 3.1

3.0 Planning Policies

Planning policies relevant to the proposed development of the site are more fully considered in the Planning Statement, submitted separately with the outline application.

The following is brief summary of planning policies and guidance, contained in the Havant Borough Core Strategy, and associated adopted documents that are most relevant to the consideration of design and access issues at the outline stage.

3.1 Residential Use

- the principle of residential development of the site is acceptable within the urban area of Havant [Core Strategy: CS15]
- new housing, designed to good urban design principles, is seen as an important component in the regeneration of Leigh Park [Core Strategy: CS6]
- new housing should provide an appropriate density, between 40% - 50% small dwellings, and 30% - 40% of the total as affordable units [Core Strategy: CS9]
- new developments will contribute towards the provision of green infrastructure [Core Strategy: CS13] but sites of under 70 units are not expected to provide on-site equipped play areas (Local Plan: R17 and The Provision and Improvement of Playing Space for New Housing Development, SPG)

3.2 Movement, Access And Parking

- development should promote walking, cycling, and low vehicle speeds, and be served by public transport [Core Strategy: CS20, DM12, DM13]
- development should provide car and cycle storage to the standards⁸ set out below [Core Strategy: DM13]

Number of Bedrooms	Cars		Bicycles	
	Allocated	Unallocated	Resident	Visitor
1	1	0.9	1	1
2	2	1.3	2	
3		1.9		
4+	3	2.4		

3.3 Design, Layout And Form

- new development should exhibit a high quality in the layout and design of the public realm [Core Strategy CS16]
- development should maximise natural surveillance and defensible space [Core Strategy CS8]

3.4 Nature Conservation

- new development should not jeopardise the functional integrity of green infrastructure [Core Strategy CS13]
- development should not damage natural features of conservation or amenity importance and should make

allowance for the provision of new landscaping [Core Strategy DM8]

⁸ "Havant Borough Residential Parking and Cycle Provision", Supplementary Planning Document, March 2010

4.0 Design

From an initial assessment of the site, its surrounding context, and relevant planning policies a summary of the design constraints and opportunities was prepared at an early stage prior to discussions with the Local Planning Authority (LPA). This is illustrated in Appendix 4.

A preliminary illustrative layout, attached as Appendix 5, was prepared from the summary of design constraints and opportunities and was the subject of extensive pre-application discussions with the LPA and others.

As a result of the initial investigations, and further studies undertaken following the pre-application discussions, the preliminary illustrative layout was revised to produce those for the two parcels at Barncroft Way and Park Lane which support this outline application. The illustrative layouts submitted with this outline application are attached at Appendices 6 and 7.

It should be noted that these layouts are indicatively only and are intended to show how the site could provide new dwellings, in line with the planning policies and other design requirements, and not necessarily how the site will be developed in every detail.

Being an outline planning application, intended only to establish the principle and amount of residential development, details such as building elevations, materials, construction methods, and proposed

landscaping are not specified at this stage.

4.1 Use

The site will be used solely for residential purposes (C3 Use Class), together with associated public highways and amenity spaces, in keeping with the character of the surrounding neighbourhood.

4.2 Amount

• Dwellings

From an assessment of the site's constraints and the character of its surroundings, it is considered that the site is capable of accommodating a mix of up to 39 dwellings, as shown in the illustrative layouts attached as Appendices 6 and 7. The Barncroft Way parcel is shown providing for 34 dwellings, with 5 houses on the Park Lane parcel.

This represents a gross site density of 32.8 dwellings per hectare, which is considered to be a reasonable balance between making efficient use of urban land, respecting the character of the surrounding area, and resolving the design constraints of the site.

The table below provides a breakdown of the number and size of dwellings shown in the illustrative layouts and

indicates that small dwellings (1-2 beds) represent 46% of the total.

Dwelling Size (Bedrooms)	Barncroft Way	Park Lane	Site Total	%
1	5		5	12.8
2	11	2	13	33.3
3	18	3	21	53.8
TOTALS	34	5	39	100

The illustrative layouts indicate the above dwelling mix by plot numbers. The 12 dwelling types shown in Plot Nos. 1-6 and 17-22 in the Barncroft Way layout (Appendix 6) are based on units recently proposed by a Housing Association elsewhere in Hampshire and their gross building footprints meets the Housing and Communities Agency (HCA) standards for affordable homes. They have been included to indicate that the site is capable of providing for a range of affordable units according to policy requirements.

However, as explained more fully in the Planning Statement submitted separately with this application, the type and location of these dwellings is only indicative and the affordable units could readily be provided in alternative locations within the site, and to a different mix dependent upon prevailing housing need at the time of a subsequent detailed planning application.

• Public and Private Open Space

A total area of 6,531m² (55%) of the site in the illustrative layouts for Barncroft Way (Appendix 6) and Park Lane (Appendix 7) is identified as being 'green' space.

Of this 1,131m² is shown as private (front) amenity space, together with some 3,780m² of private (back) gardens directly associated with individual or groups of dwellings. Private 'defensible' space therefore constitutes 75% of the total open space on the site.

In addition, there is a further 1,620m² within the Barncroft Way parcel that has the potential to be shared or public open space. This includes the frontage to Barncroft Way and a larger area in the lower south-west corner of the parcel, immediately adjacent to Hooks Row. This latter area extends to over 750m² and could be landscaped to enhance the potential for biodiversity, particularly grassland species and bird / bat foraging, in association with the adjacent Hooks Row, whilst also providing informal and visual amenity, particularly for the occupants of the proposed apartments.

• Parking

The amount of car parking shown on the illustrative layouts satisfies the standards published by the Borough Council and is summarised in the table below:

Type Of Space	Barncroft Way	Park Lane	Site Total	%
Garage	6	3	10	14.5
Curtilage Parking	45	7	51	74
Communal Parking	8		8	11.5
Totals	59	10	69	100

All garages shown on the illustrative layouts are based on internal dimensions of 6 x 3 metres.

Secure cycle parking is not shown in the illustrative layouts for individual houses but is assumed to be provided within back gardens for residents and adjacent to front doors for visitors to meet adopted standards. A secure cycle store and visitor parking is illustrated for the apartments in the layout for the Barncroft Way parcel.

4.3 Layout

Details regarding the layout of the site are reserved for subsequent approval.

However, the illustrative layouts reflect the attributes of good urban design and safer places as set out in national and local guidance and policy. The site-specific design considerations that informed the illustrative layouts are summarised in the design constraints and

opportunities drawing (Appendix 4).

• Park Lane

For this small parcel the main design principles behind the illustrative layout include:

- providing buildings to a scale and form that reflect the character along Park Lane
- respecting the existing building line along Park Lane
- ensuring private space is well enclosed and secured from public view and access
- orienting dwellings to provide natural surveillance to Hooks Row
- retaining the frontage trees adjacent to Hooks Row
- allowing for a private pumping station and route for a foul sewer to Barncroft Way

• Barncroft Way

In addition to the underlying constraints imposed by the existing drainage infrastructure within the site, and with the existing access point off Barncroft Way established, the following principal design issues underpin the illustrative layout for this larger parcel:

- to retain, as far as practicable, the existing trees and hedges that offer the most long term potential to provide the site with amenity, visual enclosure and screening. The important trees near to the Barncroft Way frontage are shown as being retained along with a substantial part of the planting belt alongside

Hook's Row. This planting belt is in need of significant pruning and thinning out and, where it is shown as being trimmed back in the south-west corner of the Barncroft Way parcel, this would also allow for surface water attenuation. However, the area could be re-landscaped as part of minor earthworks needed to create a flood bund.

- to identify likely pedestrian desire lines across the site, connecting to the surrounding footpaths, as a means of establishing a legible movement framework of public streets and spaces. Using pedestrian links as a defining element of the layout is in line with best practice⁹ and can help to create successful places¹⁰. Three obvious pedestrian desire lines across the parcel link Barncroft Way in the north-east, the rear entrance to the new Primary School in the north-west, and Hooks Row in the south-west. The existing sewer easement along the northern boundary provides a useful connection between the first two points – not only is it unsuitable to build on or be located within private gardens but also the alignment is direct. In addition, the illustrative layout provides the opportunity to provide links for pedestrians and cyclists into Hooks Row in the south-west corner, subject to the agreement of Havant Borough Council as landowner of Hooks Row.
- to develop the principal movement route as a distinctive public space, where the built form will provide a degree of variety through the different

dwelling types, whilst reflecting the townscape of the surrounding area, and will separate public from private outdoor spaces. The illustrative layout shows a traditional residential street and parking provided, in the main, within property curtilages and between buildings. The most easterly buildings are oriented to face towards Barncroft Way, but set back to retain the existing trees, and a small apartment building terminates the street in the south west corner. Along the southern boundary with Hooks Row, and in the centre of the layout, there are a more informal groups of houses served from short private drives.

- to front dwellings onto the public route and spaces to provide natural surveillance and street activity so as to contribute towards making a safe and attractive public realm. Based on the traditional perimeter block, the illustrative layout minimises the extent of private garden boundaries that directly abut the public realm although, where they inevitably occur, on corner plots for example, the detailed design of garden boundaries could ensure permanent and attractive separation of public from private space. In the interests of both residential amenity and crime prevention, rear private gardens have the potential for gated accesses. The parking court associated with the apartment building shown in the illustrative layout has only one way in and out, in order to reduce casual intrusion and maximise security. Small buildings to accommodate cycles and refuse bins frame the gateway to this car park to reinforce the sense that it is a semi-private

space. It is assumed that the cycle store would have a lockable door, accessible only to residents.

In the illustrative layouts, parking reflects the different character of the two parcels.

For Park Lane, all the parking is shown within each dwelling curtilage, as is generally found in that area. Four of the five units are shown with garages, with those for the two frontage units being located to increase privacy within back gardens.

In the Barncroft Way illustrative layout, there is a greater variety of types of car parking to reflect the range of dwelling types and tenures, although the majority of spaces are within curtilage and between buildings to reduce the visual impact of cars within the public realm.

Shared or unallocated parking is shown in three locations off Barncroft Way. A group of three spaces serve Plot Nos 20 and 21, a group of five spaces serve Plot Nos. 2, 3, 5 and 6, and the apartments (plots 30-34) are served by a small, communal car park with six spaces.

A further issue that has been considered in developing the illustrative layout is the need to minimise any

⁹ "Manual for Streets", DoT/ DCLG, 2007, Table 3. 2

¹⁰ "Safer Places", ODPM/Home Office, 2004, p.16

potential conflict that may be caused by parents continuing to drop off and pick up school children, which currently occurs in Barncroft Way, Priorsdean Crescent, and the informal car park in Hooks Row.

A full assessment of the wider travel and transport issues associated with the new school was made as part of the planning application (Ref No. 10/74150/000) approved in 2010 for the Primary School. That application noted that the existing Infant School has a high number of pupils (70%) who walk to and from school and that the 10 existing spaces in the Hook's Row car park provide a total capacity for 60 cars dropping-off/picking up across the peak morning and evening hour.

Following the opening of the new Primary School, some parents may choose to move their drop off and pick up point away from Barncroft Way and nearer to the main school entrance in Park Lane. However, the retention of the pedestrian route from Barncroft Way into the new Primary School is likely to mean that some pupils will continue to be dropped off or picked up from the Barncroft Way location.

Providing dedicated drop off spaces is inappropriate as it encourages the use of cars for pupil transport and discourages more sustainable travel patterns. In addition, it uses valuable urban land for an activity that occurs for very limited periods of the school day. Reducing the proportion of school journeys made by car has been one of the targets in the Smarter Choices

Strategy in the Hampshire County Council Transport Plan¹¹.

The illustrative layout makes a number of indirect responses to this issue:

- the proposals indicate a potential pedestrian route across the frontage of the parcel between the school footpath and the existing informal car park at the north-eastern end of Hooks Row. This could discourage bringing cars into the site;
- for its length alongside the northern boundary of the parcel, the proposed access road has few driveways and none along its northern kerb. This could allow for drop-off and temporary on-street parking for pick-up, and remove some of this from Barncroft Way itself;
- the short side street, half way along the northern section of the proposed access road, could encourage turning at that point, rather than cars having to travel to the end of the new cul-de-sac in the south west corner of the parcel.

These design responses are suggested as a pragmatic response to school children travelling by car that should mean the development of the site does not exacerbate the situation in Barncroft Way when the refurbished Primary School off Park Lane is fully operational.

4.4 Access

Vehicular access for the Barncroft Way site will be provided by upgrading the existing school access to adoptable standards for a residential road. This single point of access forms part of the outline application and details of the proposed access are shown on Drawing No. 502775/001 prepared by HCC Engineering Consultancy and contained within the Transport Statement (Appendix F), submitted separately with this outline application.

For the Park Lane site, it is proposed that a private drive access to serve the five new dwellings be provided off the main road in accordance with Drawing No. 502775/002 prepared by HCC Engineering Consultancy and also contained within the Transport Statement (Appendix F), submitted separately with this outline application.

All other details regarding highway design within the site are reserved for subsequent approval.

Details of the proposed traffic generation from the application site together with an appraisal of its impact on the surrounding road network is provided in the Transport Statement, submitted separately with the outline application.

¹¹ "Hampshire Local Transport Plan 2, Smarter Choices Appendix"; Table 3.1, page 2, HCC, March 2006

Whilst details of accessibility to and within individual buildings is a matter to be resolved at a subsequent detailed design and planning stage, the natural topography of the site results in gradients of less than 1 in 50, which is well within the preferred maximum (1 in 20) recommended¹² for outdoor movement by those with limited mobility. The spatial relationships between the dwellings, roads, footpaths and parking areas as shown in the illustrative layouts should not, therefore, disadvantage those with limited mobility. Together with subsequent details that comply with Part M of the Building Regulations, this will allow a high degree of accessibility, in line with the requirements of the Disability Discrimination Act 1995, across the sites.

4.5 Scale

Details regarding the scale of the proposed development are reserved for subsequent approval.

However, the indicative scale of the dwellings as illustrated in Appendices 6 and 7 is two storeys in height to the eaves, with the small apartment building indicated as having second storey accommodation in the roof through the use of dormer windows,

The scale of the illustrative development for the site reflects both the general character of the surrounding area and the need to establish distinctive public spaces, and separate these from private outdoor spaces, through the use of built enclosure.

The indicative scale parameters of the illustrated dwellings is summarised in the table below.

Appendix 8 provides a site survey plan, with spot heights, and cross-sections illustrating the relationship and scale of the proposed new dwellings in the Barncroft Way parcel that are closest to the eastern boundary of the retained Primary School grounds.

4.6 Landscaping

Details regarding the proposed hard and soft landscaping of the site are reserved for subsequent approval and are not indicated on the illustrative layouts appended to this Statement. However, the illustrative layouts would allow for new and replacement

¹² http://www.sensorytrust.org.uk/information/factsheets/outdoor_ip.html

Indicative Scale Parameters Of Dwellings Shown In Appendices 6 And 7 (all dimensions in metres, approximate, and subject to subsequent approval of reserved matters)						
	Plots	Width	Depth	Eaves Height	Ridge Height	
					35° Pitch	40° Pitch
Barncroft Way	1, 2, 5, 6, 18 - 22	4.65	9.5	5 – 5.25	9	9.5
	3, 4	7.8	8.2		8.5	9
	7, 8	6	9.1		8.2	8.8
	9 – 11, 13	4.5	8.5		8	8.5
	12 -	5.6	9.1		8.2	8.8
	14	8.1	5.25 – 8.85		6.7 – 6.85	7 - 7.5
	15, 16	5.5	8.3		8	8.5
	17	8.3	5.5		7	7.3
	23	4.5	8.5		8.5	9.15
	24 -29	6.5 - 10	5.8 - 6			
	30 - 34	12	9	5.25 - 5.5	9.3	10
Park Lane	A, D, E	6.5 - 10	6	5 – 5.25	8.5	9.15
	B, C	4.7	8.5		8.0	8.6

landscaping both within public and private spaces and Drawing No. Y0426-02c Rev d, submitted separately with the application, indicates potential new landscaping areas within the Barncroft Way parcel at 1:200 scale.

The assessment of the condition and quality of the existing vegetation on the site, as summarised in the 2011 Arboricultural Report (submitted separately) have directly informed the illustrative layouts.

Although the quality of the existing trees is generally moderate, the illustrative layout for Barncroft Way (Appendix 6) indicates that all but one of the existing individual trees within the parcel could be retained. The individual tree (T01) shown for removal is a hawthorn, classed as low quality (category C), that is currently very constrained by its proximity to the existing school building.

In addition, about 50% of the trees within the two groups immediately alongside the proposed western boundary within the retained school grounds, are shown as retained.

Notwithstanding the need to positively manage the planting belt alongside Hooks Row, the majority of it is shown as being retained to provide a landscape structure for the Barncroft Way site, which will also retain its potential as a wildlife corridor. The proposed dwellings nearest to this planting belt have been set back and are served off private drives so as to reduce

the need for street lighting, thus minimising light spill into the tree belt to the benefit of nesting birds and foraging bats.

Part of this planting belt is shown cut back, in the south west corner, to illustrate the location of a flood attenuation bund, although it would be possible to reintroduce and manage new landscaping within and around the bund to maintain the continuity of the vegetation, enhance biodiversity, and provide amenity for the adjacent apartments.

The illustrative layout for the Park Lane (Appendix 7) parcel shows the retention of the three ash trees in the south-west corner, that are a landscape feature in Park Lane, and would allow for additional planting within both front and back gardens.

4.7 Appearance

Details regarding the appearance of the proposed development are reserved for subsequent approval.

However, from the surrounding area, new development on the Barncroft Way parcel will remain well-screened to the north, south and west by the existing school grounds, adjacent housing, and the established tree belt in Hooks Row. From the east, the development will appear adjacent to the existing housing fronting Barncroft Way, but set back behind a landscaped frontage.

Within the parcel, the indicative built form reflects that in the surrounding area; two storeys with pitched roofs and with short terraces of up to three dwellings.

The Park Lane parcel will appear as the infilling of a small gap in an otherwise built up frontage and the indicative built form reflects the greater incidence of detached and semi-detached two-storey buildings currently found along that road.



Property Services

Appendix 1

Mr Shaun Pettitt
Development and Projects Group
Assets and Development
Hampshire County Council
The Castle
Winchester
SO23 9DS

Our Ref: GEN/74150/001

Your Ref:

Direct Line: 023 9244 6549

Ask For: David Eaves

E-mail:
Planning.Development@havant.gov.uk

19th March 2010

Dear Mr Pettitt,

Barncroft Infant School and Land off Park Lane, Residential Development 36 Units

I refer to your email of the 29th October 2009, to our meeting of the 10th February 2010 including the additional information supplied at that meeting. I have now had the opportunity to discuss the proposals at this Council's Design Surgery and would make the following initial comments on the scheme in the hope that they will be of assistance.

The main issues identified at this stage are as follows:

1. The Principle of Development
2. Loss of Community Use
3. Highway Issues
4. Drainage Issues
5. Impact on habitats/nature conservation and trees/landscape
6. Urban design/layout issues
7. Affordable Housing
8. Housing Mix
9. Community Consultation
10. Developer Contributions

I will address these issues in order.

1. The Principle of Development:

The site is listed in the Strategic Housing Land Availability Assessment (SHLAA) Local Development Framework 3rd Edition December 2009. The SHLAA does not determine whether a site should be allocated for housing development, this is a role of the Development Delivery (Allocations) Development Plan Document. The SHLAA indicates that the site has a potential to deliver 24 dwellings. A copy of the SHLAA relating to this site is attached for your information.

The sites are within the Urban Area where residential development is acceptable in principle subject to the consideration of Development Control criteria and these are discussed below.

2. Loss of Community Use

The proposal would result in the demolition of Barncroft Infant School. It is noted from the *'Review of school places and organisation at Barncroft Infant and Junior Schools, Havant'* that it is recommended to:

- a) *discontinue Barncroft Infant School and Barncroft Junior School with effect from 31 March 2011, and*
- b) *establish a two form entry community primary school outside of a competition to cater for 420 pupils aged 4-11 plus pre-school provision, in remodelled buildings on the Barncroft Schools' site with effect from 1 April 2011.*

Saved Policy CS1 of the HBDWLP 1996-2011 forming part of the Havant Borough Local Development Framework (SP HBDWLP) requires that where there is a loss of a community building this will only be allowed where there is adequate provision in other accessible buildings.

I understand that an application to provide additional facilities at the Junior School site to allow its conversion to a community primary school will be submitted shortly. It would be necessary to fully explore the issue of providing suitable education provision to compensate for the loss of the existing school as part of any planning application.

3. Highway Issues

In relation to highways issues, the suitability of the access points to Barncroft Way and Park Lane would require a detailed assessment to ensure that they do not raise highway safety or other issues. I can confirm that the proposals would require a Transport Statement and an outline Travel Plan. In order to calculate the HCC Transport Contribution it would be necessary to know the number of trips generated by the existing use of the site. It is presumably the case however, that those trips would continue to the adjacent school site. Any planning application should provide this information to allow a direct comparison between existing and proposed trip generation.

In relation to car parking/cycle parking requirements, I would confirm that the Hampshire Parking Standards 2002 are currently applied to residential developments. Notwithstanding this a Supplementary Planning Document 'Havant Borough Residential Parking and Cycle Provision' is expected to be adopted shortly and assuming that this takes place as anticipated will be applicable to any development proposals following adoption. The link to the most recent version on the Council's website is <http://www.havant.gov.uk/havant-10248>.

4. Drainage Issues

If the site is more than 1ha in area, a Flood Risk Assessment will be required with any planning application.

I understand that there are foul drainage issues in relation to the site and these would need to be fully explored and hopefully resolved prior to any formal submission for planning permission. The pumping stations are considered below.

5. Impact on habitats/nature conservation and trees/landscape

In relation to these matters it is noted that a 'Phase 1 Habitat Survey', Arboricultural Report' and 'Arboricultural Assessment Table' have been produced in relation to the site. Updated versions should be provided in relation to any application to show in detail how the development of the site would impact on these issues.

It is noted that the Summary of the 'Phase 1 Habitat Survey' states that, *'With the use of straight forward mitigation measures to limit the impact on the habitat features, the site should allow development to take place without significant harm.'* Proposed mitigation measures are also included. The impact of the proposals on habitats and protected species would need to be considered in detail in relation to any application, and it may be that you wish to consult with your Ecology colleagues as to the soundness of the mitigation measures proposed before submitting any application..

With regard to trees/hedges, it is noted that the site layout plan indicates the retention of all existing Category 'A' and 'B' trees and the removal of a number of Category 'C' trees. It is also noted that there are significant trees within 'Hooks Row' to the south of the site and these will however need to be fully assessed.

5. Urban design/layout issues

In terms of these issues, the details provided are limited, essentially to a layout plan. Therefore you will appreciate that the following comments are of necessity general comments only.

Barncroft Infant School Site

I would make the following initial comments for your consideration:

The site layout with its central 'island' area results in a number of narrow and in some cases triangular rear gardens.

The footprints of the buildings in this central area do not follow an obvious building line and this may result in the alignment of the units appearing visually incongruous.

In relation to parking, in general within curtilage parking would be preferred to out of curtilage parking in terms of the appearance of the development. I would raise concerns in relation to the overall dominance of parking on the scheme. The parking near to the 6x2 bed flats dominates the street scene in this area as would the parking to the front of the western boundary development.

I have concerns in relation to the likely design and appearance of the 1 bed flat units over garages. These can lead to a 'dead' frontage at ground floor level and problems with parking unrelated to the occupation of the flat above.

The development layout would provide very limited scope for landscaping to the front of the units with the properties being located close to the highway. This could lead to a development dominated by hard landscaping to the detriment of its character and appearance.

In relation to the footpath linking Barncroft Way to the retained school site, I understand that this route would be heavily used particularly at the start and end of the school day. I am particularly concerned that the 3 Bed house closest to the footpath would lack privacy and amenity. In my view this unit should be removed or the layout of the site revised to allow an adequate setting off of this unit from the footpath route.

With regard to the units on the southern part of the site and in particular the 6x2 bed flats and 3 bed houses, I am concerned about the impact of the adjacent tree belt and the potential effect on light and amenity from the trees. This would need careful consideration and should be reflected in the design of the units.

I note that there is a proposed pumping station near to the Barncroft Way frontage. I have concerns about how this would read in the street scene, although there are at this stage there are no design details. I also have reservations about the appearance of the entrance to the development with regard to the 1 bed flat over garage and the pumping station being the first buildings on the approach to the site. It is appreciated that the angled 3 bed houses could be designed to be the more prominent feature, however, this would need to be demonstrated with any application in my view. On a detailed point the retained tree adjacent to these units appears to be very close to the buildings and may result in an unacceptable relationship and resident pressure on the tree threatening its long term retention.

At our meeting the possibility of opening up the site to Hooks Row was discussed although this is not shown on the layout plan. There may be advantages in investigating this further to allow greater permeability to the site and passive surveillance of the area, although issues of land ownership (HBC owned), crime and disorder and the potential impact on trees would need to be considered.

Finally the boundary treatments particularly to the school site would need careful consideration to provide suitable amenity to the western units. The site levels would also require careful consideration and site sections would be needed to allow assessment.

Park Lane Site

The frontage units appear to roughly follow the 'building line'. The provision of five units and in particular the rear unit and pumping station do appear to result in a rather cramped layout.

In addition the residential curtilages for the units are small and awkwardly shaped with some additional potential for reduced amenity from tree shading to the rear unit.

In terms of car parking, again I would reiterate my comments in relation to the preference for in curtilage parking given above. The rear area is dominated by hardstanding and parking areas and this would detract from the character and appearance of the development in my view.

7. Affordable Housing

In relation to affordable housing, I can confirm that policy H8 (SP HBDWLP) seeks to achieve 30% of the total dwellings provided on new housing development as affordable housing on sites of 0.5ha or more than 15 dwellings.

8. Housing Mix

Policy H6 (SP HBDWLP) requires that housing development schemes will be expected to provide a range of dwelling types and sizes which shall include a generous element for smaller households. The council seeks to set a general target to ensure that 40% to 50% of all new housing is provided as 1 or 2 bed dwellings. It is noted that the current scheme provides for 42% of 1 and 2 bed units.

9. Community Consultation

In terms of community consultation, the Borough Council has adopted a Statement of Community Involvement. This sets out a requirement for consultation with Community Boards and Residents Associations. As this site is located within Bedhampton Ward but also is on the boundary with Barncroft Ward the site is within the Havant and Bedhampton Community Board Area and adjacent to Leigh Park Community Board area. It is therefore considered appropriate to present the application to both boards although it may be possible to arrange a joint meeting. The Community Boards' Support Officer Helen Wood should be contacted to make the necessary arrangements (Email: Helen.Wood@havant.gov.uk telephone: 023 9244 6416).

The planning application should be accompanied by a statement of community consultation detailing all the public pre-application consultation carried out and in this case is likely to include details of meetings relating to the school re-organisation proposed.

10. Developer Contributions

In terms of Developer Contributions, the following are considered to be likely to be required:

Provision and Improvement of Playing Space:

On sites with more than 5 dwellings the contribution calculation is based on the number of bedrooms created. The sum sought per bedroom is currently £543.50.

Hampshire County Council Transport Contribution:

Details provided via the following link:

<http://www.havant.gov.uk/PDF/HCC%20Highway%20Policy%20Contributions.pdf>

Affordable Housing:

Considered above.

Education:

The application should demonstrate that the education provision will satisfactorily cater for the residential development proposed.

A summary Guide to Developer Contributions can be viewed on:

<http://www.havant.gov.uk/pdf/Contributions%20factsheet%20rev3.pdf> .

I hope that the above information is helpful in the preparation of the planning application, however, should you require clarification over any of the above comments or a further meeting please do not hesitate to contact me on the above number or by email.

Please note that the above comments are the opinions of a planning officer and are in no way binding upon the Council when determining an application for Planning Permission.

Yours sincerely

David Eaves
Senior Planning Officer



Property Services

Appendix 2

Comments of LPA Letter dated 19 March 2010 (ref: GEN/74150/001)	Response	
	Barncroft Way site [Drawing No.Y0426-02C-ajt, 12.01.11]	Park Lane site [Drawing No.Y0426-04-ajt, 11.01.10]
1. The Principle of Development: The sites are within the Urban Area where residential development is acceptable in principle subject to the consideration of Development Control criteria ... discussed below.		
2. Loss of Community Use I understand that an application to provide additional facilities at the Junior School site to allow its conversion to a community primary school will be submitted shortly. It would be necessary to fully explore the issue of providing suitable education provision to compensate for the loss of the existing school as part of any planning application.	Barncroft Infant and Junior Schools, currently and predicted in the future, have substantial spare capacity owing to the drop in pupil numbers (details in reorganisation report already provided). The new Primary School will provide 420 places in refurbished and new-build accommodation offering improved teaching facilities. The existing pre-school will be accommodated in a new-build extension offering an increase in user numbers. Planning consent for the new Primary School was granted on 27/5/10. Enabling works commenced September 2010, with main construction works programmed from March 2011. The new school will be operational from January 2012.	
3. Highway Issues In relation to highways issues, the suitability of the access points to Barncroft Way and Park Lane would require a detailed assessment to ensure that they do not raise highway safety or other issues. I can confirm that the proposals would require a Transport Statement and an outline Travel Plan. Supplementary Planning Document 'Havant Borough Residential Parking and Cycle Provision' ...will be applicable to any development proposals	Access to serve 34 dwellings is shown as an upgrade to adoptable standards of the existing school entrance off Barncroft Way. HCC Highway Authority officers and Peter Marshall of HBC have confirmed that the proposed access off Barncroft Way (Dwg 502775/001P) is acceptable.	Access to serve 5 dwellings is shown as a private drive off Park Lane. HCC Highway Authority officers and Peter Marshall of HBC have confirmed that this is acceptable.
	Layouts follow SPD guidance on car and cycle parking/storage. Outline application will be supported by Transport Statement.	
4. Drainage Issues If the site is more than 1ha in area, a Flood Risk Assessment will be required with any planning application. I understand that there are foul drainage issues in relation to the site and these would need to be fully explored and hopefully resolved prior to any formal submission for planning permission. The pumping stations are considered below.	A Flood Risk Assessment is in preparation and it is not anticipated that any issues will arise given that HCC Engineering Consultancy has agreed a drainage strategy with Environment Agency and Southern Water(see Drainage Statement dated 04.11.10; ref: R.J502775). Only a small foul pumping station for five dwellings on the Park Lane site is now required.	

5. Impact on habitats/nature conservation and trees/landscape ...a 'Phase 1 Habitat Survey', Arboricultural Report' and 'Arboricultural Assessment Table' have been produced in relation to the site. Updated versions should be provided... it may be that you wish to consult with your Ecology colleagues as to the soundness of the mitigation measures... there are significant trees within 'Hooks Row' to the south of the site and these will however need to be fully assessed	Updated Phase 2 ecology and arboricultural surveys have been commissioned for the two sites and results are expected imminently. The reports, with recommended mitigation measures where appropriate, will be submitted with the outline application. The major oak trees in Hooks Row lie beyond the site's south-eastern boundary and are separated from it by the line of the surface water sewer. These trees are thus a significant distance from the site and their root zones are protected from any proposed development by the line of the existing surface water sewer within Hook's Row.	
6. Urban design/layout issues Barncroft Infant School Site 1. ...layout with its central 'island' area results in a number of narrow and in some cases triangular rear gardens. 2. ...buildings in this central area do not follow an obvious building line... 3. ...in general within curtilage parking would be preferred in terms of the appearance of the development. 4. ..design and appearance of the 1 bed flat units over garages.... 5. very limited scope for landscaping to the front of the units with the properties being located close to the highway... 6. ... allow an adequate setting off of (the) unit (in the north west corner) from the (school) footpath route. 7. ..the impact of the (southern) tree belt and the potential effect on light and amenity would need careful consideration.. 8. there is a proposed pumping station near to the Barncroft Way frontage... 9. ...the possibility of opening up the site to Hooks Row was discussed ...to allow greater permeability to the site and passive surveillance of the area, although issues of land ownership (HBC owned), crime and disorder and the potential impact on trees would need to be considered. 10. ...the boundary treatments particularly to the school site would need careful consideration to provide suitable amenity to the western units. The site levels would also require careful consideration and site sections would be needed to allow assessment.	1. 'central island' and triangular back gardens removed 2. building lines are determined by more traditional street pattern 3. number of houses with on-plot parking increased from 15 to 23 and parking for flats is now at rear of building 4. FoGs removed 5. all dwellings have 'front' gardens and indicative planting is shown 6. dwelling set back further from school footpath and indicative screen planting shown 7. dwellings sited and oriented to minimise shading from southern tree belt 8. pumping station no longer required 9. possibility of 'surveilled' pedestrian link through to Hook's Row indicated 10. site levels do not create significant issues [illustrated in Dwg No. E1606S (rev C) which will support outline application]; dwellings along western boundary generally set back over 10.5 metres and evening/weekend use of residential back gardens will not coincide with school hours	

Park Lane Site 1. The frontage units appear to roughly follow the 'building line'. The provision of five units and in particular the rear unit and pumping station do appear to result in a rather cramped layout. 2. ..residential curtilages for the units are small...potential tree shading to the rear unit..... 3. The rear area is dominated by hardstanding and parking areas ...preference for in curtilage parking		1. frontage dwellings still follow building line on Park Lane but other three dwellings front onto private drive and overlook Hooks Row. The pumping station has been relocated. 2. shape and size of residential curtilages are more conventional; retained trees stand to north-west of rear property and will not shade elevations or garden for most of day, 3. parking areas replaced by curtilage parking
7. Affordable Housing .. policy H8 (SP HBDWLP) seeks to achieve 30% of the total dwellings provided on new housing development as affordable housing on sites of 0.5ha or more than 15 dwellings.	Although the Park Lane site is below the threshold for providing affordable housing, it is proposed that both sites are considered as one and that the Barncroft Way site provides for the total affordable requirement . Consequently, the Barncroft Way layout includes 12 units whose footprints could meet RSL standards, which equates to 31% of the total number of proposed dwellings .	
8. Housing Mix ...The council seeks to set a general target to ensure that 40% to 50% of all new housing is provided as 1 or 2 bed dwellings.	The layouts indicate that, combined, the sites would provide at least 41% smaller units.	
9. Community Consultation ...the site is within the Havant and Bedhampton Community Board Area and adjacent to Leigh Park Community Board area. It is therefore considered appropriate to present the application to both boards although it may be possible to arrange a joint meeting.	The proposals were presented at a meeting with representatives of the Havant & Bedhampton and Leigh Park Community Boards on 15.12.10. A range of general issues were discussed including traffic and parking in the general area, ecology, drainage, school operations, pedestrian access through Hook's Row, and the type of residential development. No significant changes were required to the illustrative layouts displayed at the meeting. A copy of the minutes of the Board's meeting will be submitted with the outline application.	



Property Services

Appendix 3



Havant and Bedhampton Community Board

Minutes of Meeting held on Wednesday 15 December 2010
at 2.30pm at The Spring Arts and Heritage Centre, East Street Havant

Present: Community Board Members

Keith Chessell (KC)	Chairman/Warblington School
Angela Armstrong (AA)	Langstone Village Association/Langstone RA
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
Bruce Milburn (BM)	Resident
Mick New (MN)	Chidham Residents Association
John Pile (JP)	Resident and Local Historian
Cllr Ken Smith (KS)	Havant Borough Council (HBC)
Kate Turner (KT)	Brockhampton Residents Association

Present: Residents/Members of Public

Helen Wood	Community Boards' Support Officer
Cllr Jackie Branson	HBC
Christine Bryant	HCC
Cllr Ann Buckley	HCC
John Heaton	Office of National Statistics (ONS)
Sgt Darren Osgood	Police
Andy Trotter	HCC
Cllr Jenny Wride	HBC
4 Members of the Public	

Action

1. Welcome and Apologies

Keith Chessell welcomed everyone to the meeting.

Apologies had been received from:

Hazel Bagley	Resident
Malcolm Snowdon	Langstone Village Association/Local Business
Pat Sutton	Havant Residents Association
David Webb	Bedhampton Residents Association

Two prospective Community Board members, Jim Graham and Alan Westbrook provided a brief introduction to their backgrounds and were unanimously voted on to the Board as Co-opted members (no voting rights).

Jim Graham	Proposed: John Gawley	Seconded: Ken Smith
Alan Westbrook	Proposed: Angela Armstrong	Seconded: Bruce Milburn

2. Minutes of Previous Meeting/Matters Arising

The minutes of the previous meeting were approved subject to amendment of name at Item 10 which should read 'Reverend Peter Jones'.

Proposed: John Pile

Seconded: Bruce Milburn

Matters Arising

Item 2. 'No Cold Calling' sign at Portsdown Hill Road. It was not certain whether this had been erected. Sgt Darren Osgood to check.

DO

Item 2. Population figures. Cllr Ken Smith provided numbers of eligible electors in St Faiths and Bedhampton:

St Faiths

7,098

Bedhampton

7,122

3. Proposed Development at Barncroft Infants School

Christine Bryant, Estates Surveyor at HCC and Andy Trotter, Planner at HCC provided information on proposals for land at Barncroft Infants School following the decision that, due to surplus capacity in both the Infants and Junior School, the two schools would merge. The Junior School would be refurbished and it was hoped to obtain outline planning permission on the redundant Infants school and another small area of land, with the income from the sale of the land being reinvested into the school project. Discussions had been held with Havant Borough Council and informal views obtained. There were no major constraints on the site but there were a number of issues which needed to be addressed including traffic, access etc. Extensive discussions had been held with highways and a consultant had been employed to prepare an appropriate scheme. An acceptable access, off Barncroft Way had been agreed with some minor adjustments to the highway. Access for the smaller site would be a private drive for 5 dwellings, from Park Lane. A Transport Assessment had been prepared and would form part of the planning application. The pre-application meeting with HBC had addressed most of the issues raised and it would be the responsibility of the developer to provide the finer details. 34 dwellings were proposed on the main site – 5 of which would be in a small 2 storey block of flats. There would be a further 5 dwellings (3 detached houses and a pair of semi-detached houses) on the smaller Park Lane site with 35% affordable housing.

The following discussion included:

- concern regarding the speed of traffic. It was confirmed that some traffic calming measures were to be made
- issues with drainage. It was confirmed that a drainage scheme had been prepared. HCC were aware of the drainage issues and foul drainage would be pumped to the main sewer in Barncroft Way
- the ecology of the area. Both sites had been surveyed and there were no ecological restraints on the site
- number of off-road parking spaces as it was important that vehicles did not encroach on neighbouring roads and impinge on the quality of life of residents. It was confirmed that this would be in accordance with HBC parking standards. Further discussion regarding parking standards raised concern that these needed to be reviewed. It was suggested that a presentation on parking standards be requested
- whether the number of available school places would be sufficient following the merger of the two schools. It was confirmed that Children's Services anticipated that spaces would meet requirements until 2018

HW

- concern that garages were of sufficient size. It was confirmed that these would be in accordance with HBC guidelines at 6.0 metres x 3 metres which would also allow for storage space. Gardens were also in accordance with recommended sizes
- issues with traffic during school drop off and pick up times and the suggestion that sufficient room be provided within the school to prevent parking on the highway
- the possibility of the application going to a Development Consultation Forum (DCF). It was confirmed that this had not been suggested and that this was more likely to be done by the developers. HCC were only seeking outline permission
- time it would take to rebuild the school. It was anticipated that the school would be complete by January 2012. During the works pupils would all be accommodated in the Infants School and temporary accommodation. Marketing of the surplus land would be undertaken during the refurbishment
- the footpath through Hooks Row which was impassable part of the year due to flooding. It was possible that remedial works could be undertaken under a Section 106 agreement
- the possibility of providing a retirement development at this site which could then unblock larger family houses. It was recognised that the right type of housing was required at the right location.

Christine Bryant and Andy Trotter were thanked for attending the meeting.

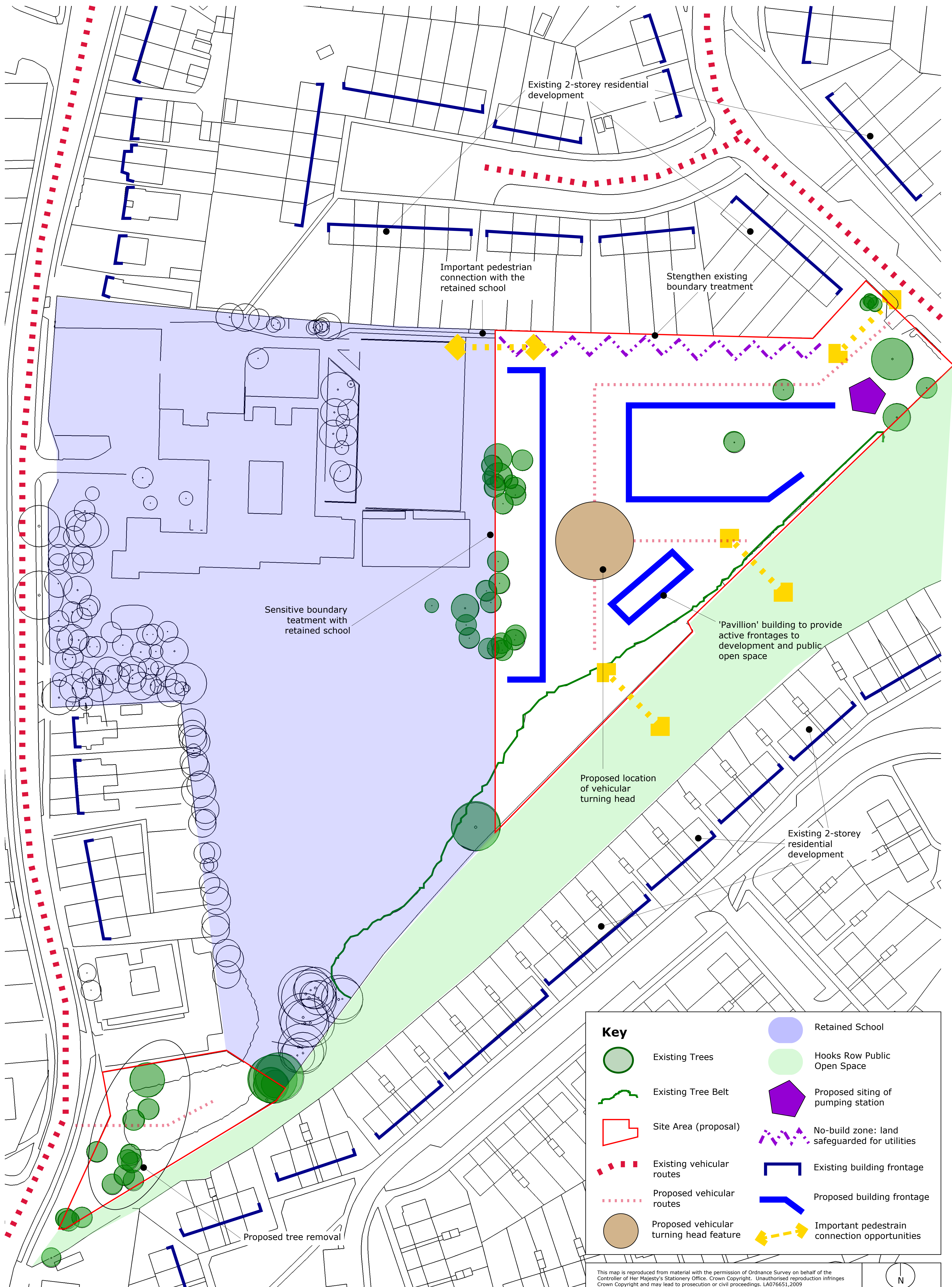


Property Services

Appendix 4

Site Analysis - Site Constraints and Opportunities Plan

[ESTASP] 26th October 2009





Property Services

Appendix 5



**Barncroft Schools Site,
Leigh Park, Havant**

Unit Schedule

Land off of Barncroft Way

Houses:
No.1. x 4-Bed
No.17 x 3-Bed
No.5 x 2-Bed
[Total 23 houses]

Flats:
No.6 x 2-Bed
[Total 6 flats]

Flats over garages (FOGs):
No.2 x 1-Bed
[Total 2 FOGs]

Land off of Park Lane

Houses:
No.3 x 3-Bed
[Total 3 houses]

Flats:
No.2 x 2-Bed
[Total 2 flats]

Total No. of Units = 36

% Flats = 28%

% 1/2 Bed Units = 41.6%

Gross Density = 31dph

Key

- Proposed residential unit
- Proposed public amenity space
- Proposed pumping station
- Existing Category 'A', 'B' & 'C' trees to be retained
- Existing Category 'C' trees proposed for removal
- Indicative extent of tree belt canopy

Development and Projects Group,
Assets & Development,
Property, Business & Regulatory Services,
The Castle, Winchester,
SO23 9DS

2nd February 2010.

Scale approx. **1:500** @ A1
N.B. Drawing for illustrative purposes only
ESTASP



This map is reproduced from material with the permission of the Controller of Her Majesty's Stationery Office. Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. LA076651, 2008



Property Services

Appendix 6



Property Services

**Barncroft Way,
Havant**

LEGEND

- Proposed housing
- Existing development
- Adoptable roads
- Adoptable footways
- Private / shared surface
- Grass / soft surface
- Existing / retained trees
- Trees to be removed
- Proposed landscaping not shown

Drawing No: Y0426-02C-ajt

Rev: c Date: 04.02.11

Scale: 1 x 500 @ A3



This map is reproduced from material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office. Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. (100019180) 2010

Drawing for illustrative purposes only

Set page scaling to NONE under page handling when printing PDF



Dwelling mix by plots

- one bed
3, 4 (houses),
30, 31, 32 (flats)
- two bed
2, 5, 6, 9, 10, 11, 20, 21,
23 (houses),
33, 34 (flats)
- three bed
1, 7, 8, 12, 13, 14, 15,
16, 17, 18, 19, 22, 24,
25, 26, 27, 28, 29
(houses)



Development indicated:
5 x one bed dwellings
11 x two bed dwellings
18 x three bed dwellings
total dwellings = 34
gross site density = 34 dwgs/ha
two or fewer beds = 47%
flats = 15%



Property Services

Appendix 7

Land off Park Lane, Havant

LEGEND

-  Proposed housing
-  Existing development
-  Private / shared surface
-  Grass / soft surface
-  Existing / retained trees
-  Trees to be removed
- Proposed landscaping not shown
-  existing surface water drains (presumed)
-  proposed private foul sewer (indicative)
-  private pumping station

Drawing No: Y0426-04A-ajt

Rev: A Date: 29.06.11

Scale: 1 x 200 @ A3 

This map is reproduced from material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office. Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. (100019180) 2010

Drawing for illustrative purposes only

Set page scaling to NONE under page handling when printing to PDF



Development indicated:

Plots A, D + E - 3 bedroom detached dwelling with garage
Plots B + C - 2 bed semi-detached dwelling with parking spaces

total dwellings = 5

gross site density = 30 dwgs/ha



Property Services

Appendix 8

