

Land South of Saltmarsh Lane, Hayling Island

Design & Access
Statement

November 2021

Hayling Island Builders Ltd (HIB)

Promoter



Masterplanning



Highways



Drainage



Arboriculture Landscape Ecology



Planning

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Contents

Introduction	04
Planning Context	10
Contextual Analysis	18
Considerations	30
Development Principles	40
Evolution	44
Illustrative Masterplan	46
Landscape	52
Climate Change	54
Secured by Design	56
Conclusions	58

01 Introduction

The Outline Application is for residential development including affordable housing, green infrastructure, landscape boundaries and sustainable urban drainage system (SuDS), with all matters reserved except for access which is to be taken from Saltmarsh Lane.

Future Reserved Matters Application

Matters relating to the layout, scale, appearance and landscaping will be the subject of future Reserved Matters Applications.

ROLE OF THE DESIGN AND ACCESS STATEMENT

A Design and Access Statement (DAS) is a short report accompanying and supporting a planning application.

The aim of a DAS is to present a coherent explanation of the proposed development of the application site, how the proposals have been conceived and how the development is influenced by its context. A DAS must explain the design principles and concepts that have been applied to the development. It must also demonstrate how the proposed development's context has influenced the design. The DAS must explain the applicant's approach to access and how relevant Local Plan policies have been taken into account, any consultation undertaken in relation to access issues and how the outcome of this consultation has informed the proposed development. Applicants must also explain how any specific issues that might affect access to the proposed development have been addressed.



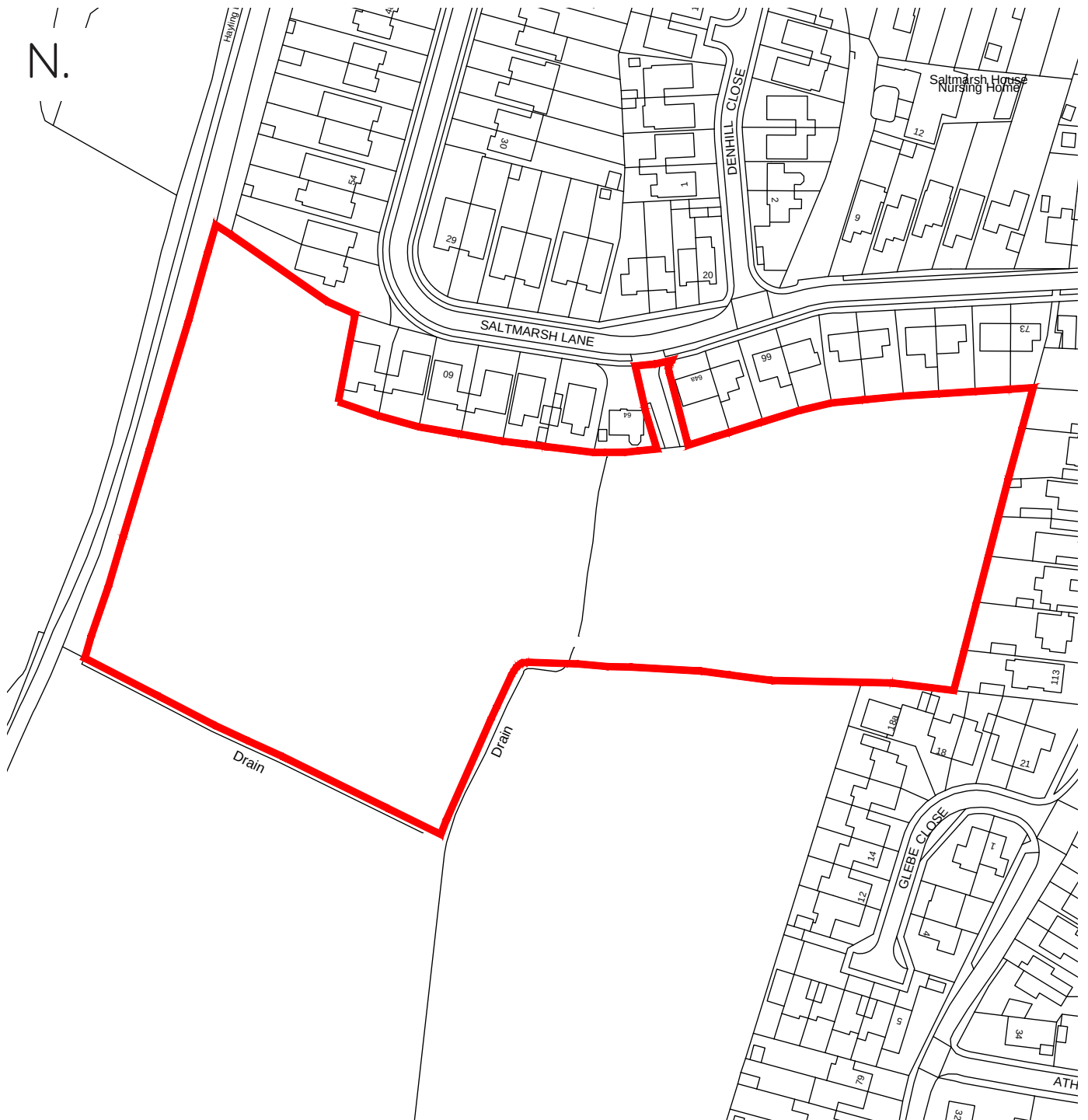
CONTEXT AND THE SITE

Strategic Context

The site is located within West Town on the south coast of Hayling Island. Hayling Island lies within the borough of Havant in the county of Hampshire. A road bridge connects the northern end of the island to the mainland at Langstone, approximately 4km north of the site. A small pedestrian ferry connects to the Eastney area of Portsmouth approximately 3km west of the site. To the east of the site lie the villages of South Hayling, less than 2km, Selmore and Eastoke approximately 3km.

Site Area

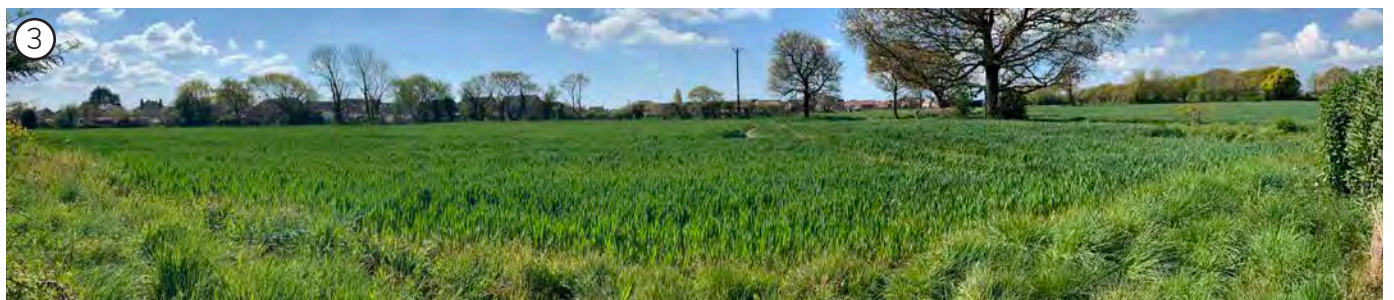
2.51 hectares.



0m 50m

Site location plan. Scale 1:1250. Mapping source: Ordnance Survey © Crown Copyright 2021. All rights reserved. Licence number 100022432





The Site

The site consists of two arable fields bound by residential development to the north and east. Residential development to the east consists of 1960s one and a half storey dwellings. The housing along Saltmarsh Lane which proceeds that along West Lane consists of one to two storey dwellings. The southern and western edges of the site contain lengths of hedgerow with occasional clusters of tree planting. A drainage ditch runs along the southern edge of the site and bisects the two fields in a north-south direction. A cluster of trees are located toward the centre of the site, alongside a drainage ditch. The topography is relatively flat with views to fields and residential development to the south.

The site is located within a 10 minute walk of the town centre and sits adjacent to the Hayling Billy Coastal Path and National Cycle Route (NCR) 2, an 8km route between Havant Railway Station and Hayling Island.





02 Planning Context

NATIONAL PLANNING POLICY FRAMEWORK

Section 12 of the 2021 National Planning Policy Framework (NPPF) seeks to achieve well-designed places. Paragraph 126 begins by declaring that the creation of high-quality buildings and places is fundamental to what the planning and development process should achieve. It goes on to add that good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

Paragraph 130 of the NPPF states that Planning policies and decisions should ensure that developments:

- Will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- Are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- Are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- Establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- Optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and

- Create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Paragraph 131 states that trees make an important contribution to the character and quality of urban environments, and can also help mitigate and adapt to climate change. Planning policies and decisions should ensure that new streets are tree-lined⁵⁰, that opportunities are taken to incorporate trees elsewhere in developments (such as parks and community orchards), that appropriate measures are in place to secure the long-term maintenance of newly-planted trees, and that existing trees are retained wherever possible. Applicants and local planning authorities should work with highways officers and tree officers to ensure that the right trees are planted in the right places, and solutions are found that are compatible with highways standards and the needs of different users.

Paragraph 134 states that permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides in plans or supplementary planning documents. Conversely, significant weight should be given where the design of a development accords with clear expectations in plan policies, design guidance etc.

THE DEVELOPMENT PLAN

Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that local planning authorities should determine planning applications in accordance with the Development Plan unless material considerations indicate otherwise.

The Development Plan (and associated guidance) for the area currently comprises of the Havant Borough Local Plan (Core Strategy) (2011) and the Havant Borough Local Plan (Allocations) (2014).

We note that the Council is currently undertaking a review of its Local Plan and a draft has been submitted to the Inspectorate for consideration. Whilst many of its policies are in line with the NPPF, the emerging plan is still at a relatively early stage and so the policies within this plan carry some weight, but not full weight.

The proposals map confirms that the site falls outside any recognised settlement boundary where ordinarily residential development is restricted. However, there are specific reasons that require the adopted restricted housing policies to be set aside given that the Council cannot currently demonstrate a five-year housing land supply position and cannot meet the Government's HDT (2020). The consequence of this is that the Council is required to assess housing applications having regard to the '**tilted**' balance exercise found at paragraph 11(d) of the NPPF. This advises that the Council should only refuse applications if any adverse impacts are found to **significantly and demonstrably** outweigh the benefits of any proposal.

Land North of Sinah Lane

A relevant application of this approach was demonstrated in the consideration of a detailed planning application for land north of Sinah Lane (ref: APP/20/01093). The planning application is for the erection of 195 dwellings, associated open space, a pumping station, a sub-station and the formation of new vehicular access off Sinah Lane and was granted planning permission in March 2021. Whilst this application is significantly larger than the one proposed here, it is relevant as it is also outside any recognised settlement boundary and was considered in the context of the Council's five-year housing supply position. The salient points from the officer's report to members are set out below:

- The scheme is contrary to the development plan.
- National policy is a material consideration.
- Housing supply at 4.2 years with a 20% buffer applied is below the five-year supply threshold.
- The presumption in favour of sustainable development applies.
- The proposals would constitute sustainable development in policy terms.
- It is deliverable now.
- The scheme is not premature.
- Therefore, national policy considerations may be placed in the planning balance against the conflict with the development plan.

In light of the outcome of the application for land north of Sinah Lane, we believe the underlying circumstances remain the same and, therefore, this application should be positively assessed and also lead to a grant of planning permission.

Planning Balance

The table below provides a summary of the key public benefits and lists any potential adverse impacts together with our view on the weight that should be attributed to each in the context of the presumption in favour test. It is clear that the benefits of developing the site for housing (and the associated works) significantly outweigh

the harm in terms of loss of agricultural land and development outside the identified settlement boundary. This proposal would also help support the Council to resist less sustainable schemes in locations not previously considered for residential development, especially in more sensitive out of settlement locations.

PUBLIC BENEFIT/IMPACT	HARM/BENEFICIAL/NEUTRAL	WEIGHT
Provision of market homes	Beneficial	Significant
Provision of affordable homes	Beneficial	Significant
Scope for financial contribution towards management of habitat for migrating winter birds	Beneficial	Significant
Sustainable location/accessibility to footpath/cycle routes etc.	Beneficial	Significant
Biodiversity enhancements	Beneficial	Significant
Provision of public open space	Beneficial	Moderate
Economic benefits (employment/additional local expenditure)	Beneficial	Moderate
Well-designed development	Beneficial	Moderate
New Homes Bonus/additional Council tax receipts	Beneficial	Moderate
Impact upon heritage assets	Neutral	Limited
Impact upon landscape views	Neutral	Limited
Loss of agricultural land	Harm	Limited
Development of greenfield site/outside settlement boundary	Harm	Limited

In the light of the above assessment, it is our view that, cumulatively, the benefits of the proposals provide tangible and compelling material planning considerations which significantly and demonstrably outweigh any conflict with the out-of-date policies of the Development Plan.



Birds eye photograph from the south-west of the site looking north-east

National design guidance

The following policies and guidance are relevant in shaping the information contained in this design and access statement.

National Planning Policy Framework

The National Planning Policy Framework (NPPF) was first published on 27 March 2012 and updated on 24 July 2018, 19 February 2019 and most recently on 20 July 2021.

The National Planning Policy Framework states developments should take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides in plans or supplementary planning documents.

Building Better, Building Beautiful Commission

The Building Better, Building Beautiful Commission (BBBBC) is an independent body that advises government on how to promote and increase the use of high-quality design for new build homes and neighbourhoods.

The Commission recommends practical measures to help ensure new housing developments meet the needs and expectations of communities, making them more likely to be welcomed, rather than resisted, by existing communities.

The creation of high-quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

The Commission published its final report, 'Living with Beauty', on 30 January 2020.

This report proposes a new development and planning framework that will:

- Ask for Beauty
- Refuse Ugliness
- Promote Stewardship

Those three aims must be embedded in the planning system and in the culture of development in such a way as to incentivise beauty and deter ugliness at every point where the choice arises.

In particular, the BBBBC promotes the following two principles that are particularly relevant to the place making principles of the Land South of Saltmarsh Lane:

- **Neighbourhoods:** create places not just houses. Develop homes within mixed-use real places at 'gentle density' thereby creating streets, squares and blocks with clear backs and fronts.
- **Nature:** re-green our towns and cities. Urban development should be part of the wider ecology. Green spaces, waterways and wildlife habitats should be seen as integral to the urban fabric. Create new community orchards. This is both right and aligned with the Government's aim to eradicate the UK's net carbon contribution by 2050. Green spaces should be enclosed and either safely private or clearly public.

The Government's Response to BBBBC

Beauty, design quality and placemaking are a strategic theme in proposed revisions to the National Planning Policy.

Several other aspects of the National Planning Policy Framework have also been updated to reflect the Commission's recommendations.

Street trees are a core part of the vision for enhancing the quality of urban development, making our urban environments **greener, healthier and more sustainable**.

Regarding street trees specifically, revisions to the National Planning Policy Framework make clear that new streets should be tree lined unless there are very clear, justifiable and compelling reasons not to.

National Design Guide

The National Design Guide (NDG) sets out the Government's priorities for well-designed places in the form of 10 characteristics. The 10 characteristics are based upon Chapter 12: Achieving well-designed places of the NPPF. They are as follows: context, identity, built form, movement, nature, public spaces, uses, homes and buildings, resources and lifespan.

Well-designed places have individual characteristics that work together to create their physical character. The 10 characteristics help to nurture and sustain a sense of community. They work to positively address environmental issues affecting climate. They all contribute towards the cross-cutting themes for good design set out in the National Planning Policy Framework.

The principles of the NDG have been embedded in the document for the Land North of Oysters.



National Model Design Code

The purpose of the National Model Design Code is to provide detailed guidance on the production of design codes, guides and policies to promote successful design. It expands on the 10 characteristics of good design set out in the National Design Guide which reflects the government's priorities and provides a common overarching framework for design.



National Design Guide 10 characteristics

A well designed place	How the principles have been embedded in the vision for the Land South of Saltmarsh Lane
Context	Refer to pages 4-9 for an understanding of the site and its immediate surrounding and to pages 18-29 on how the proposals are shaped by an understanding of the local context.
Identity	Refer to pages 24-29 for an overview of local identity.
Built form	Refer to page 27 and 42-43 to understand how the proposals have a coherent pattern of development.
Movement	Refer to design principle number 6, on page 43
Nature	Refer to landscape strategy on pages 52-53
Public spaces	Refer to landscape strategy on pages 52-53
Uses	Refer to the 'Illustrative Masterplan' on pages 46-47. The proposals integrate a mix of housing tenures and types to suit people at all stages of life and socially inclusive principles.
Homes & buildings	The application is seeking an Outline Planning Permission, with appearance and detailed architecture being part of a future reserved matter. Therefore the application is based on parameters which are described on pages 50-51 and within the parameters plan drawings that support this application
Resources	Our approach to climate change is set out on pages 54-55
Lifespan	Open spaces are places for the local community to come together. Management and stewardship strategies are being prepared at later stages.

03 Contextual Analysis

The site is sustainably located with a wide range of facilities accessible by a short walk, cycle or bus ride.

SUSTAINABILITY AUDIT

The Sustainability Audit is a comprehensive analysis of the site and the wider area, encompassing an assessment of the site's access to local facilities, landscape and open space, and connectivity.

Access to local facilities is fundamental to the concept of locating sustainable development. New development needs the full range of social, retail, educational, health, transport and recreational facilities to allow people, especially those of limited means or mobility, to go about their daily lives without over reliance on a private car.



Building for a Healthy Life

Building for a Healthy Life (BHL) is a tool to assess and compare the quality of proposed neighbourhoods. It has been

written by Design for Homes in partnership with Homes England, NHS England and NHS Improvement. Whilst BHL is usually awarded to completed schemes, the site selection criteria have been applied to Land South of Saltmarsh Lane, Hayling Island to demonstrate the sustainability of the site as a location for a future residential extension.

BHL principles advise places should **'offer social, leisure and recreational opportunities a short walk or cycle from their homes'** and that developments should **'provide community facilities, such as shops, schools, workplaces, health facilities, co-working spaces, parks, play spaces, cafés and other meeting places that respond to local community needs'**.

The facilities and connectivity assessments on the following pages demonstrate that the site is in a sustainable location and fully meets the BHL principles through existing facilities within a short walking and cycling distance.



The town centre offers a broad range of local facilities and amenities within a ten minute walk (800m) of the site.

FACILITIES AUDIT

The site is sustainably located within West Town, Hayling Island with good access to a wide range of facilities both within the town centre, which is approximately a 10 minute walk away, and the surrounding urban area.

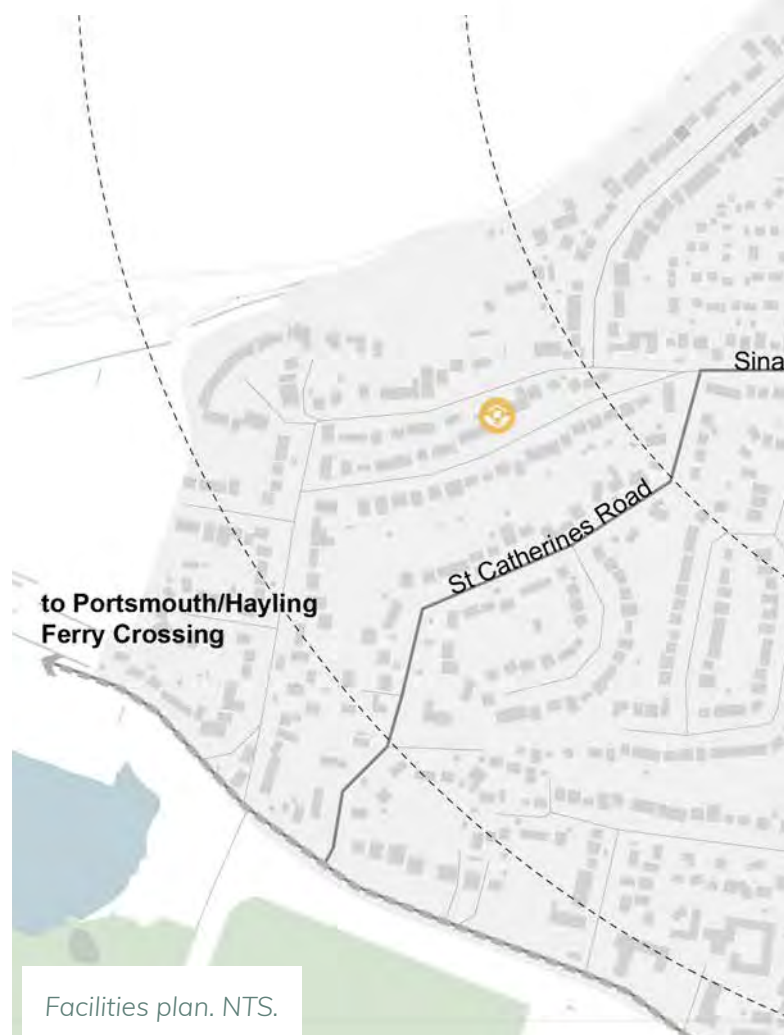
The plan opposite shows that all key facilities and services are within a reasonable walking and/or cycling distance of the site.

Facilities within a 10 minute walk of the site, include:

- a mixed-use town centre with general retail, employment, a Tesco Express and a Lloyds Pharmacy
- light industry
- the Hayling Island Station Theatre
- Hayling Park which accommodates a variety of outdoor sports pitches and a children's play park
- Hayling Island Community Centre

The village of South Hayling is approximately a 20 minute walk from the site and can be accessed via a number of public rights of way. Facilities in South Hayling include but are not limited to:

- Hayling Island Health Centre
- Hayling Island Library
- infant, primary and secondary schools
- a mixed-use centre with general retail, public houses, restaurants, employment and community facilities



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CONNECTIVITY AUDIT

Local Highway Network

The site benefits from excellent access to the local and strategic road network. Station Road is located less than 200m south of the site and connects to the A3023 (Manor Road). The A3023 is the primary arterial route running north-south on Hayling Island, connecting south to the seafront and north to the mainland.

Pedestrian and Cycle

The site benefits from excellent connections to the wider path network. The Hayling Billy Coastal Path and National Cycle Route 2 are located less than 30m west of the site. The path follows the route of the dismantled railway line between Havant train station and Hayling Island, connecting the south of the island with the mainland to the north along an 8km route. Existing development to the south and east of the site provides a network of streets and public rights of way (PRoW) which connect the site to the town centre, wider open countryside, seaside and neighbouring villages.

A ferry point is located approximately 2km west of the site which provides a pedestrian/cycle ferry across the mouth of Langstone Harbour linking Hayling Island with Eastney in Portsmouth.

Bus

Bus stops are located to the east and south of the site. The closest bus stops are approximately 200m south of the site, on Station Road. From here, services 30 and 31 run daily every 15-20 minutes, provide services to the seafront (16 minutes), Havant Train Station (30 minutes), Langstone (20 minutes) and South Hayling town centre (25 minutes). Service 629 which is a school bus service also runs from the bus stop on Station Road. These services can also be accessed from the bus stops located on the A3023 Manor Road, approximately 400m east of the site.

Rail

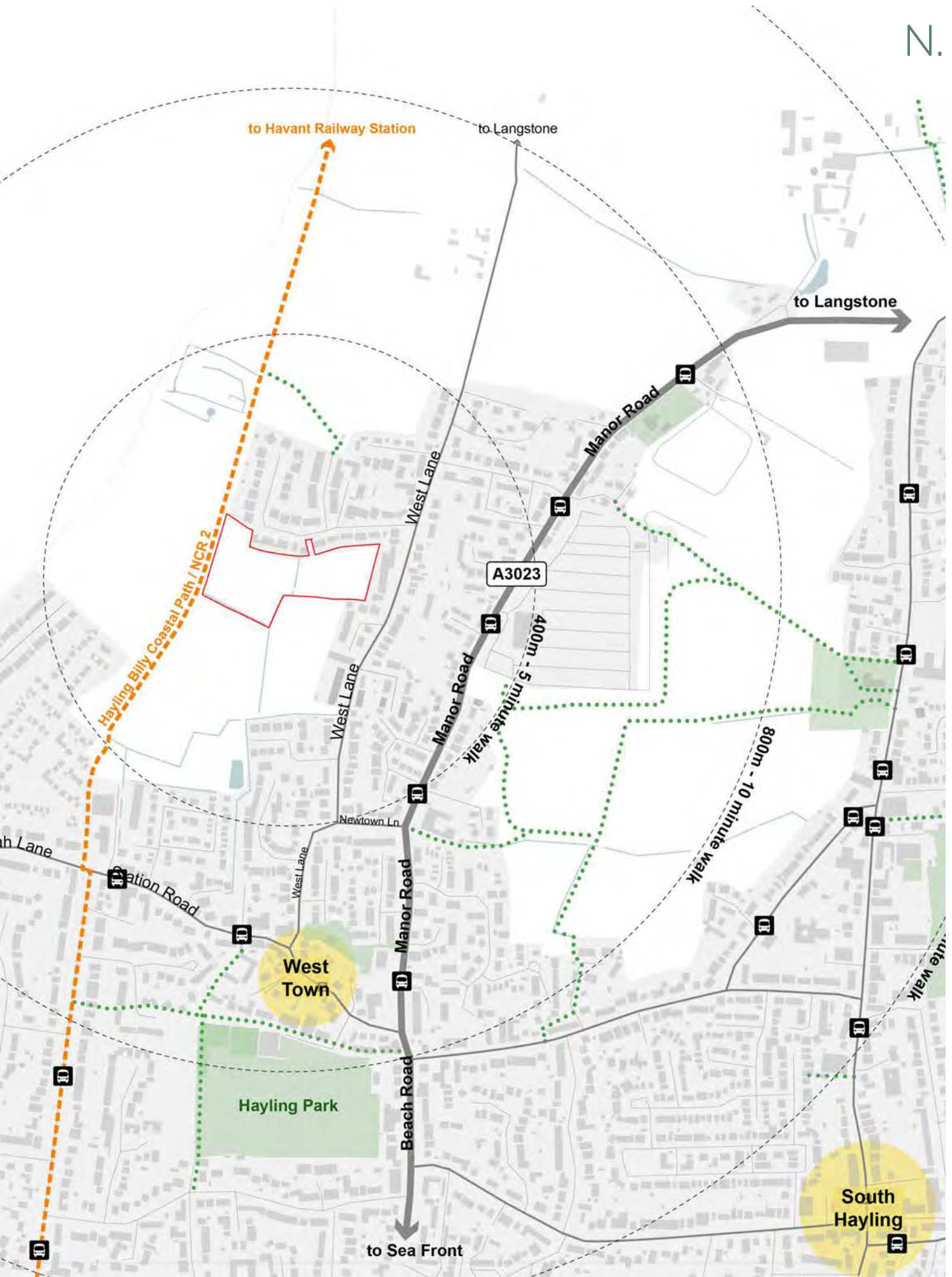
The closest train station to the site is Havant Railway Station, located approximately 8km to the north. As mentioned earlier, the Hayling Billy Coastal Path/NCR2 provides a sustainable route directly to the station, taking approximately 30 minutes by bike. Alternatively, the station can be reached in 30 minutes by bus or 15 minutes by car.

The station is on the Portsmouth Direct Line which runs between London Waterloo and Portsmouth Harbour. Havant is served by trains operated by South Western Railway, Southern and Great Western Railway.

-  Mixed-use town centre
-  A road
-  Minor road
-  Bus stop
-  National cycle route
-  Public right of way: footpath



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LOCAL CHARACTER ANALYSIS

The following pages provide an overview of the built character of West Town, Hayling Island. The analysis seeks to identify local character to create a proposal that reflects local distinctiveness.

Since the application is seeking an Outline Planning Permission, with appearance as a reserved matter, the contextual analysis concentrates on townscape elements and not detailed architecture.

A more detailed architectural character analysis should be undertaken as part of future Reserved Matters Planning Applications.



The Havant Borough Townscape, Landscape and Seascape Character Assessment (February 2007) sets out a detailed assessment of local character. The site sits within LCA31 Central Hayling Plain, however it sits very closely to LCA35 West Town, Hayling Island, therefore both have been reviewed as part of this assessment. The key points arising in terms of landscape and built form in relation to the site are as follows:

- Linear settlements along main traffic arteries with a variety of dwelling types
- Adjacent pockets of higher density newer development creating, in places, a contrasting urban character
- Traditional building materials including flint, brick and clay tiles and thatch
- Thickly hedged widening roads linking areas of ribbon development and low density settlements.
- Traditional vernacular building materials were originally timber-framing and thatch, superseded by flint, brick and plain tile
- Locally distinctive materials such as flint and brick for boundary features.

The following pages look into the historical growth of the settlement, alongside the key elements of built form, spanning across late 19th century/ early 20th century housing development through to post war and more recent housing developments.



Saltmarsh Lane - housing close to the site

SETTLEMENT GROWTH

Historical maps show early development to the north of the island in the form of small villages associated with fishing and farming. It was not until the late 19th century with the construction of the railway line that extensive development began in the south. The introduction of the railway line sought to create a fashionable resort of West Town. Linear patterns of development grew along the primary roads, most notably Manor Road and Beach Road.

Late 19th/Early 20th Century Housing

Plots tend to be large and linear with buildings positioned toward the front, overlooking the street. There are regular gaps in the street build up with continuous building lines and set backs ranging between 5-10 metres. Building footprints are relatively large, typical detached and semi-detached villas of the era, varying between 1-2/2.5 storey in height. Boundary treatments are predominantly low flint and/or brick walls and occasional low timber fencing. Grass verges and street trees are visible with front gardens laid to lawn. Key features include bays, dormers and chimneys repeated to create rhythm and pattern of the façades and skyline.

Post War Housing

Plots are more extensive toward the coastline with smaller plots located inland nearer the town centre. There are regular gaps in the street build up with varying building lines, and set backs ranging between 5-10 metres. Buildings are predominantly detached dwellings with occasional semi-detached dwellings, 1-2 storey in height. Boundary treatments are primarily low brick walls. Grass verges and street trees are visible with front gardens either laid to lawn or hard standing. Key features include bays, dormers and chimneys repeated to create rhythm and pattern within the street scene.

21st Century Housing

Buildings are positioned to the front of the plot with rear gardens averaging 10 metres and front gardens averaging 6 metres. Gaps in the street build up are more irregular due to the variety of house types. These include detached, semi-detached, terraced and occasional flats. Buildings are predominantly 2 storey in height with occasional 3 storey. Where there are boundary treatments, they tend to be low hedgerows. Landscaping along the streets tends to come from front gardens and occasional grass verges, however, no evidence of street trees could be found. Key features include porches, bays and dormers.



South Road - late 19th century villa



Historical Growth Plan



Brights Lane - early 20th century villa



Off Station Road - 21st century housing



Traditional palette of materials



2.5 storey terraces



Corner turner building



Parking to side of building



Bay windows



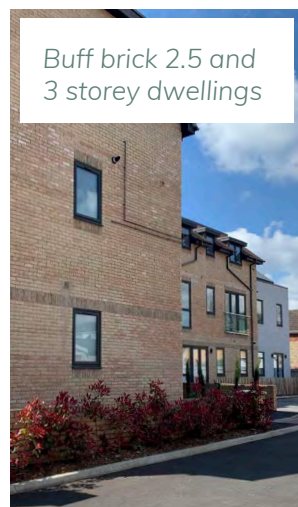
Off-white render



Low red and yellow brick boundary wall



Red brick semi-detached with hipped roof



Buff brick 2.5 and 3 storey dwellings



Typical tree lined street with semi-detached dwellings in red brick

SUMMARY

Local design guidance, alongside the local character analysis on the preceding pages, identifies a wide variety of environments on Hayling Island from early rural settlements to post war housing estates. This has created a mixed palette of architectural styles, layouts, materials, colours and landscapes.

The historic buildings of the late 19th/early 20th century established a palette of local materials including flint, brick and clay tiles. Building features such as porches, bays, dormers and chimneys added a refined level of detail which when repeated created rhythm and pattern along the street scene.

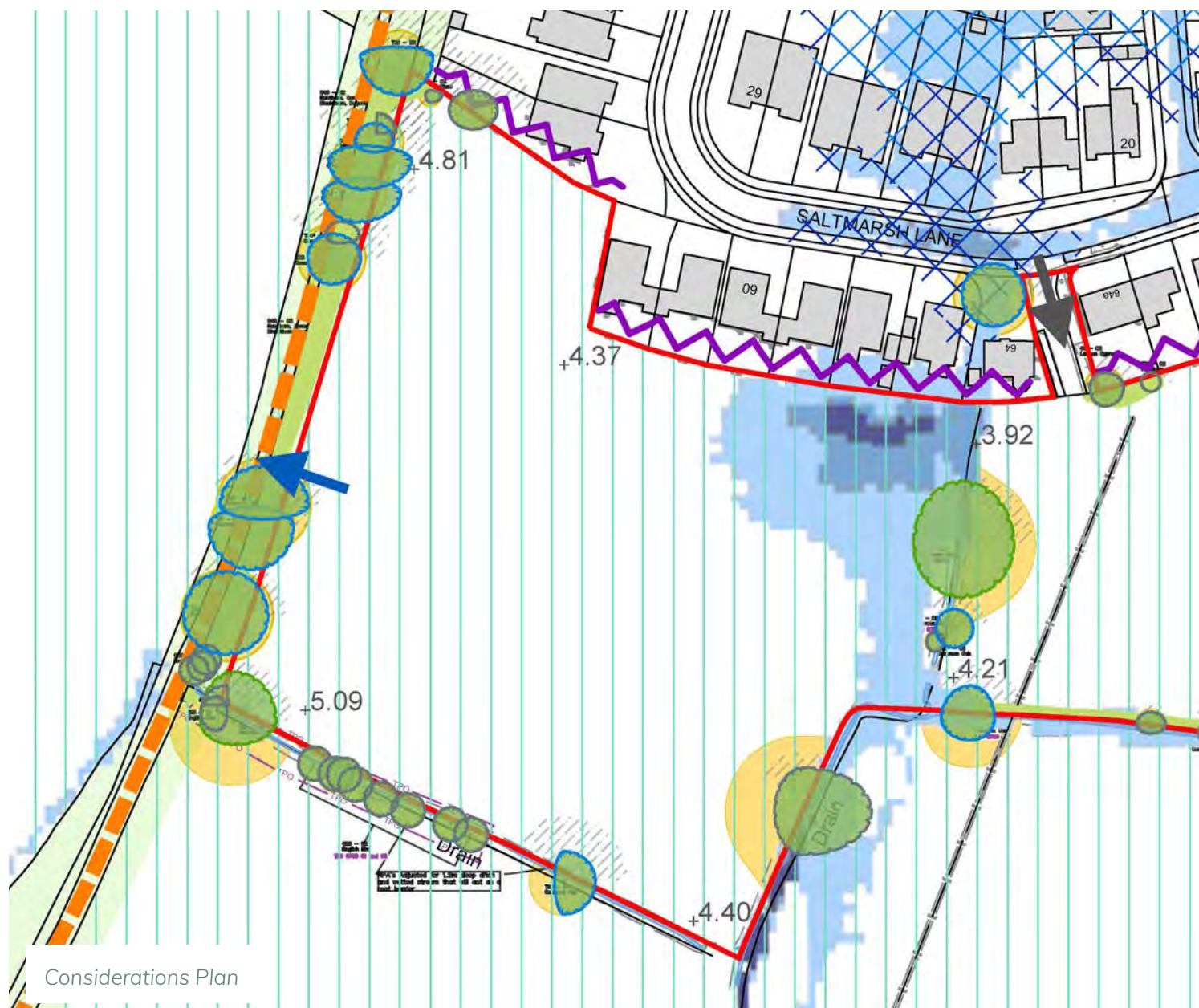
Aspects of this were carried through into the post war housing. However, a greater variety of house types were introduced, broadening the scope of materials and architectural styles yet retaining features such as porches, bays, dormers and chimneys.

The more recent 21st century housing has carried forward aspects of the material palettes used in the late 19th/early 20th century dwellings such as red brick, white/off-white render and plain tile. Key features have also been used including porches, bays, dormers and chimneys.

Local Character Parameters

- Built form - detached, semi-detached, terraced and flats
- Storey height - predominantly 1-2 storey, with occasional 2.5-3 storey
- Set back - varies
- Boundary treatments - predominantly low brick walls with occasional low timber fencing and/or hedgerows
- Landscape - grass verges and street trees used throughout most streets

04 Considerations



- | | |
|--|--|
|  Planning application boundary (2.51ha) |  Root protection area |
|  Potential vehicular access |  Tree shading |
|  Potential pedestrian access |  Foliage |
|  Category A tree |  Drainage ditch |
|  Category B tree |  Overhead powerline |
|  Category C tree |  +4.98 Spot heights |



-  Hayling Billy Coastal Path/NCR2
-  Neighbouring buildings bounding site
-  Local nature reserve *
-  Low Use Site **
-  River and sea flood zone 2 ***
-  River and sea flood zone 3 ***

Our technical and environmental work has found the site to be technically unconstrained with the capacity to accommodate new homes.

While there are some considerations, such as neighbouring homes to the north and east, open countryside to the south with views from/to the Hayling Billy Coastal Path/NCR2, tree planting both within and around the site and drainage ditches forming the southern boundary of the site and bisecting the site in a north-south direction, many of the perceived constraints are in fact opportunities.

Our approach involves responding to these opportunities in an informed and considered manner to help to create a new and valued addition to Hayling Island.

-  Surface water flooding 1 in 30 extent ***
-  Surface water flooding 1 in 100 extent ***
-  Surface water flooding 1 in 1000 extent ***

Source: *Natural England **Hampshire Biodiversity Information Centre
***Environment Data

TECHNICAL SUMMARIES

Ecology

A data search and habitat survey were undertaken which identified habitats present on the site, their condition and potential for protected and priority species to be present. Further surveys were undertaken which confirmed the likely absence of great crested newt and water vole from the site. Foraging and commuting bat species, including common and soprano pipistrelle, myotis bats and noctule were confirmed to be present, as were common reptile species, slow worm.

Through workshops with the consultant team, the proposed masterplan has been developed to account for ecological opportunities and constraints on the site. It is expected that detailed proposals, including landscaping will be confirmed as part of a future Reserved Matter application. However, the following principles of benefit to ecology have been accommodated in order to deliver biodiversity net gain, in line with National Planning Policy Framework (NPPF) July 2021 and emerging local planning policy.

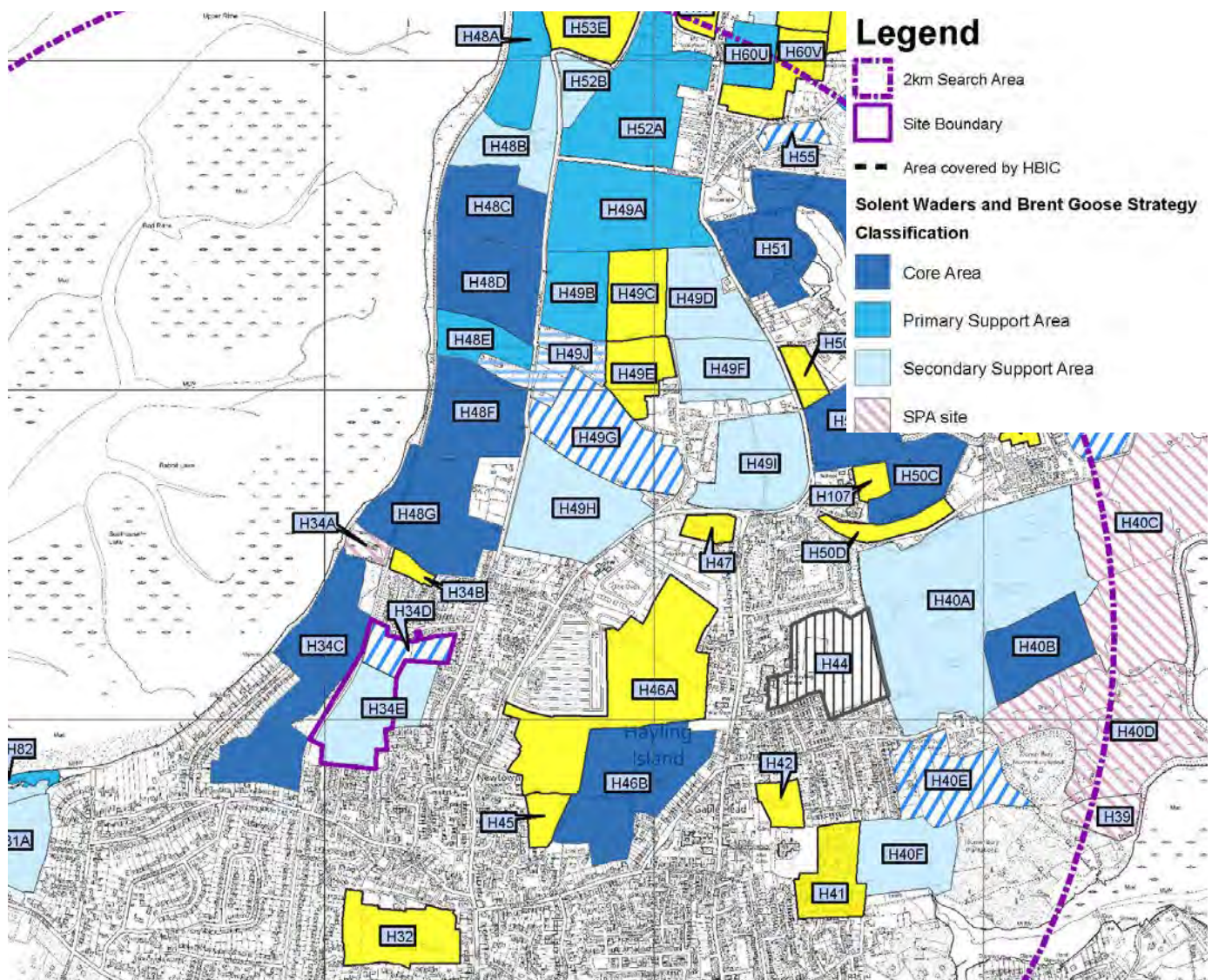
- Retention of hedgerows, scattered trees and ditches to the west, south and in the centre of the site to retain habitats of local ecological importance on the site, connectivity with the wider landscape (in line with Havant Borough Local Plan (Core Strategy) 2011 Policy CS11) and opportunities for roosting, foraging and commuting bats and nesting birds;
- Protection of root protection areas of the retained trees and hedgerows, including grassland habitat, therefore retaining opportunities for common reptile species on the site;

- Focusing development within arable habitat, of negligible ecological importance;
- Habitat creation and enhancement including tree and scrub planting, neutral/wildlife grassland and SuDS creation to provide multiple benefits, including visual, amenity, drainage and biodiversity (in line with Havant Borough Local Plan (Core Strategy) 2011 Policies CS13 and DM8); and
- Inclusion of additional ecological enhancements, including installation of bat and bird boxes on proposed buildings, increasing roosting and nesting opportunities, respectively; inclusion of a reptile refugia to enhance opportunities for hibernating reptiles and installation of a log pile to provide opportunities for saproxylic invertebrates, including stag beetle.

Havant Borough Local Plan (Allocations) (2014) Policy DM23 requires consideration of sites for Brent Geese and Waders. This Policy is updated by emerging Policy E17 within the Havant Borough Local Plan (Submission version) 2021.

The site is identified, as part of the 'Solent Waders and Brent Goose Strategy (SWBGS)' (Solent Waders and Brent Goose Steering Group, 2020) as a 'Low Use Site'. In line with the 'SWBGS Guidance on Mitigation and Off-setting Requirements' (2018) off-setting and/or compensation funding will be agreed, and secured via Section 106, to enhance and manage the wider Solent wader and brent goose ecological network.

A shadow Habitat Regulations Assessment (HRA) will form part of the outline planning application to ensure appropriate mitigation provision in line with both the SWBGS and the Solent Recreation Mitigation Strategy (2017). This assessment will account for mitigation measures required for the consented Oysters development, to the south, which included land within the proposed site.



Non-statutory designated sites. NTS.

Highways

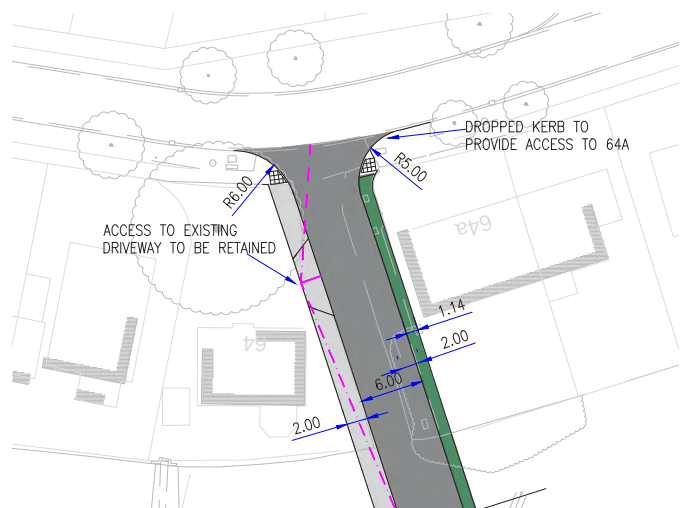
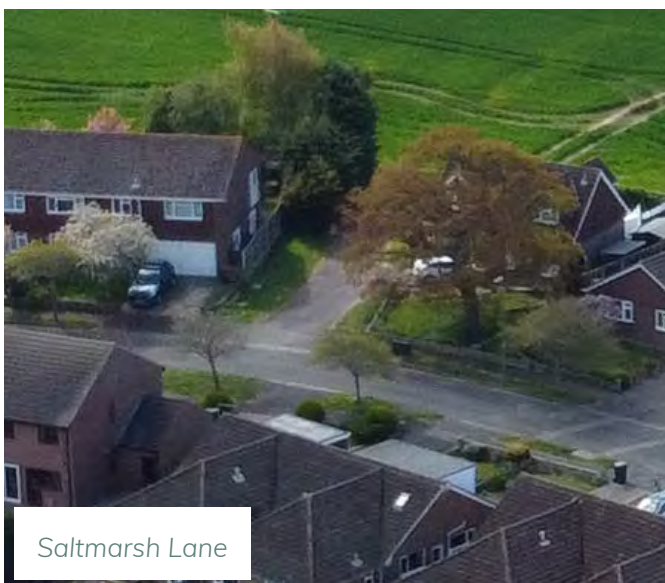
Access

Access to the land south of Saltmarsh Lane will be taken in broadly the same location as the existing informal access.

The new access will form the minor arm of a priority junction with Saltmarsh Lane, however due to the proximity and location of adjacent properties' accesses, a vehicle crossover style arrangement is proposed rather than a bellmouth with associated radii. This access will measure 5.5m in width, with a 2m wide footway alongside the eastern carriageway edge, and a 0.5m service margin to the west of the carriageway. Visibility splays of 2.4m x 43m (in accordance with Manual for Streets based on the 30mph speed limit along Saltmarsh Lane) have been demonstrated on the associated access drawings, ensuring safe and appropriate access can be made onto Saltmarsh Lane.

Street Layout

The proposed highway layout ensures the site has a high level of permeability for future residents. The spine road carriageway has an accompanying 2m footway along its entirety as it routes through the development. Filtering off this internal carriageway are a series of shared surface streets, where all road users have equal priority. These streets have therefore been designed in a way that reduces speeds and conflict between various road users, including vehicles, pedestrians and cyclists. This aids the permeability of the site as it results in more routes which are suitable for all road users and ensure pedestrian/cycle access is available from all properties within the development. The spine road itself will be designed to a design speed of 20mph, and therefore will be conducive to on-street cycling, encouraging residents to cycle to/from the development as a viable modal choice. In addition the development seeks to provide a direct connection onto the Hayling Billy Trail which will ensure trips to/from the site can be made via walking and cycling.



Proposed access arrangement

Drainage

The underlying geology of the site is clay and river terrace deposits indicating a poor infiltration rate and so soakaways have been discounted on the site. In line with the discharge hierarchy, a surface water connection to an existing watercourse will be sought over a connection to a public surface water drain. Flows from the site will be restricted to greenfield run-off rates of 8.4 litres per second. National SuDS standards, the Design and Construction Guidance 2020 and Sewers for Adoption recommend that the 1 in 30 year storm event is managed below ground with exceedance flows managed above ground. The 1 in 100 year storm event including 40% climate change will be safely contained within the site without risk to any occupants. Pollution control for the surface water system will be in line with current legislation and best practice and adhere to the Simple Index Approach identified in CIRIA C753 – The SuDS Manual.



Foul water strategy



Surface water strategy

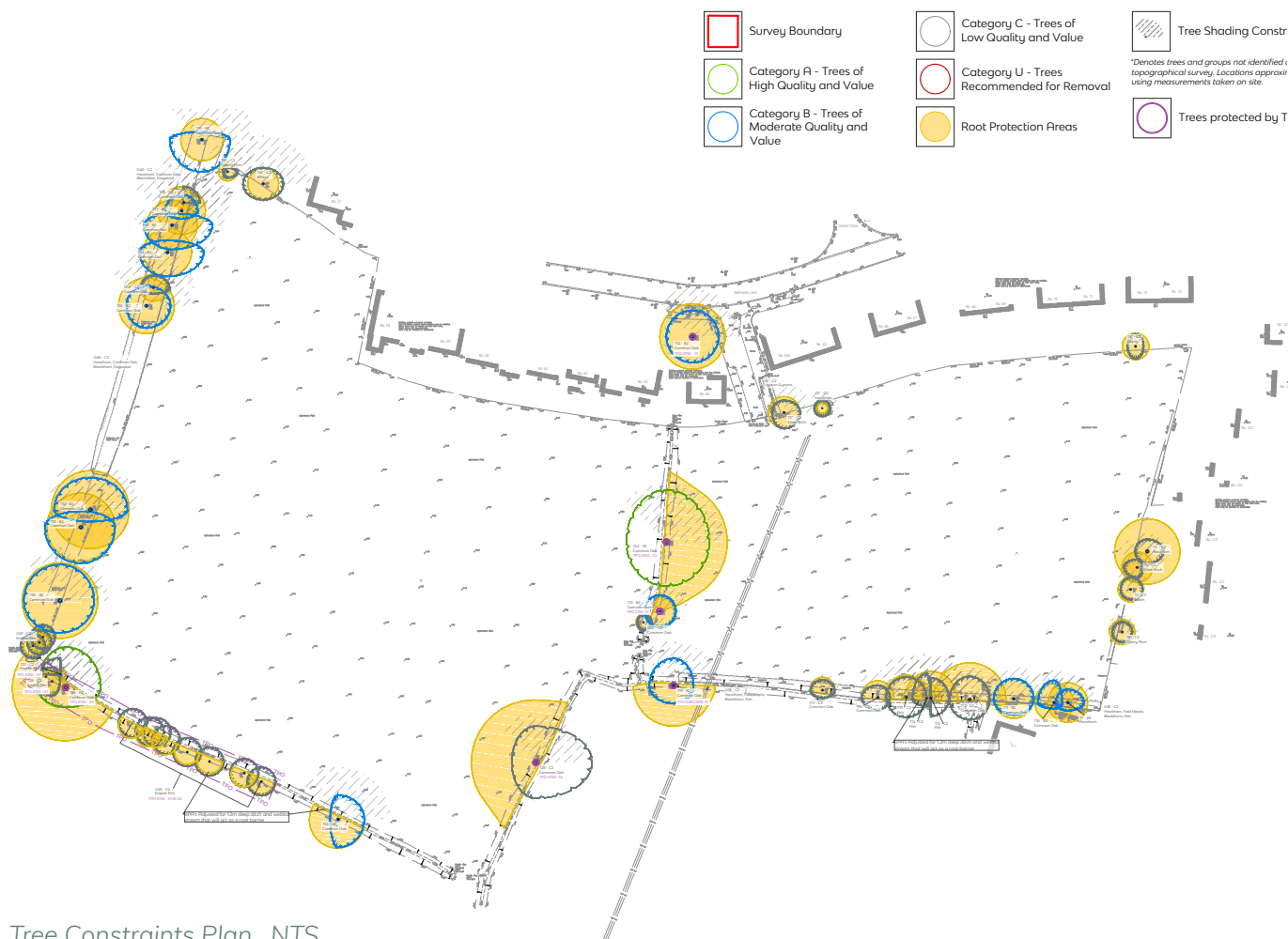


Basin

Arboricultural

A tree survey and assessment has taken place of the existing tree stock on the site and immediately adjacent to the site boundary. The purpose of the survey was to identify and record the tree constraints on-site in order to inform feasibility studies and design options- in accordance with BS5837:2012 Trees in relation to design, demolition and construction.

On review of the proposed layout, it appears that all the existing trees can be incorporated into the design. To accompany the planning application, an arboricultural impact assessment will be produced to evaluate any conflicts with trees and demonstrate to the planning authority the viability of the layout.



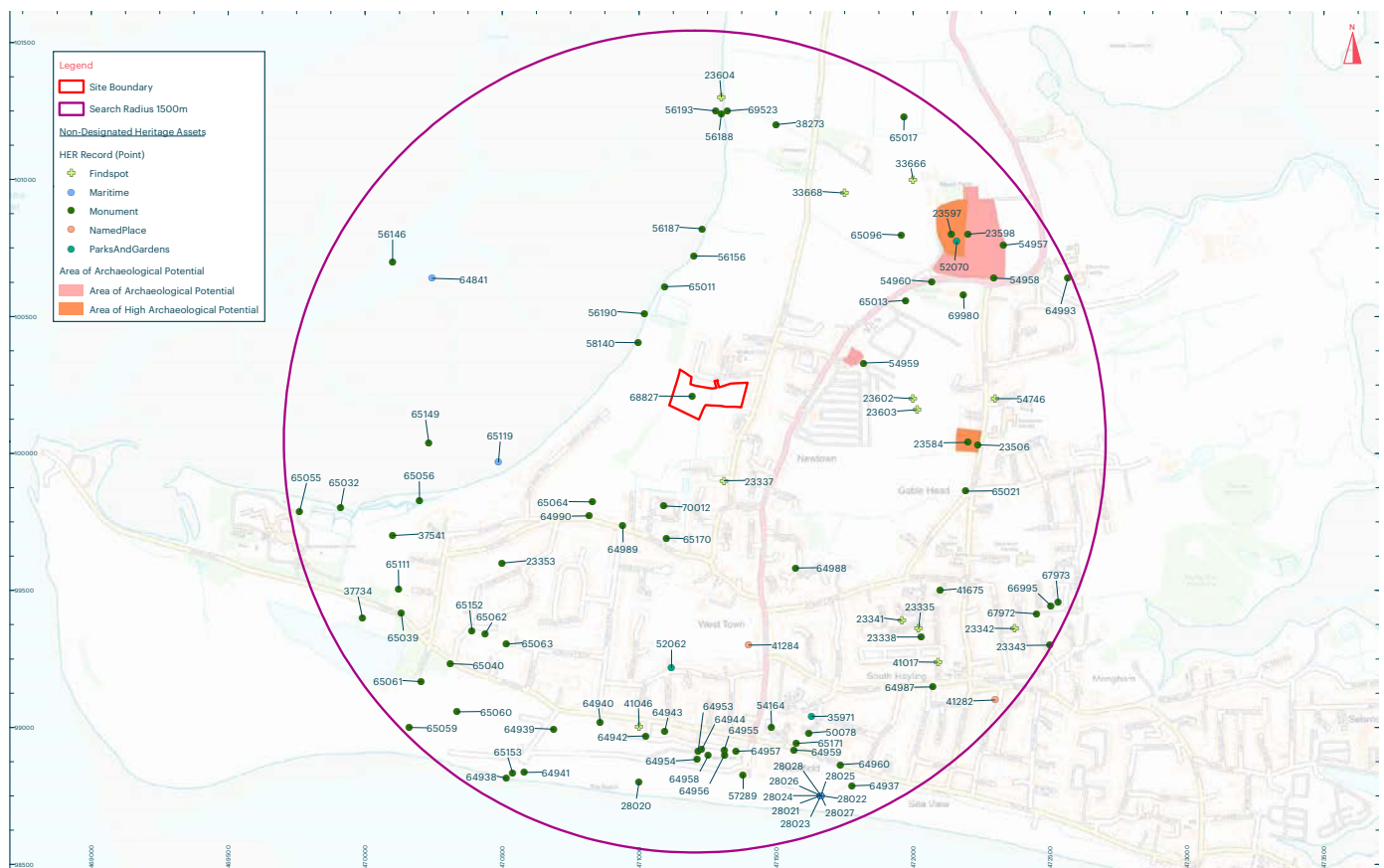
Tree Constraints Plan . NTS

A possible structure and pits of unknown date have been faintly detected by previous resistivity survey within the north and centre of the site. The presence of previously unrecorded occupation here is likely to be considered of local to regional significance; remains of national significance requiring preservation in-situ are not anticipated..

Archaeology is therefore not considered to preclude or represent a design constraint on development of the site, although should any

remains be present they would be impacted. A programme of archaeological recording focussing on the potential features would allow appropriate steps to be taken to record and protect any archaeological assets that may be present here in advance of development.

There are no designated assets in the vicinity. As the site is not within the setting of any designated assets the proposed development will not impact on any such assets.



Landscape and Visual Impact

Tyler Grange has undertaken a Landscape and Visual Impact Assessment (LVIA), which accompanies this application.

The site does not fall within any statutory or non-statutory local or national landscape designations and no identified important views or vistas are affected by development. The site also does not possess any qualities or characteristics which would indicate it a 'valued' landscape in accordance with Paragraph 170 of the NPPF. The site lies within Landscape Character Area (LCA) 31: Central Hayling Plain within the Havant Borough Townscape, Landscape and Seascape Character Assessment (2007). Key characteristics associated with this LCA are protected and enhanced as part of the proposed development where possible and details of these can be found within the LVIA.

It is considered that the receiving landscape can successfully accommodate proposals for residential development through the landscaped scheme with a cohesive Green Infrastructure strategy (detailed below). The nature of the development is not uncharacteristic within the receiving landscape given the relationship with the adjacent residential land use. The development would not result in the loss of any rare or unique features and affects a limited geographical area.



Birds eye photograph from the south-east of the site looking north-west



View looking east across the site

Noise

A Noise Assessment has been undertaken by Patrick Parsons which concludes that the assessment has demonstrated that the proposal will not give rise to significant adverse effects on health and quality of life and that reasonably practicable mitigation measures can be put in place using conventional construction methods in order for any adverse effects to be reduced. Therefore, the assessment has demonstrated that incident ambient noise levels around the proposed residential development should not be viewed as a constraint. As such, the proposed scheme is in accordance with policies DM10.



View looking south west

05 Development Principles

The following chapter illustrates the key organising principles for the proposed development at Land South of Saltmarsh Lane, Hayling Island.

The principles outlined have been developed in response to the contextual analysis and considerations plans set out in earlier chapters.

1. THE SITE TODAY



The site extends to 2.51 hectares and provides an excellent opportunity to deliver high quality open market and affordable homes. The site is located in a highly sustainable location and can easily integrate into the existing urban form of West Town, Hayling Island. There are well established public footpath links around the site that provide opportunities to access facilities and services within West Town, including schools and community uses. The site also benefits from close proximity to the Hayling Billy Coastal Path/NCR 2 which offers opportunities for commuting and recreation.

The site is currently undeveloped agricultural land with housing to the north and east. The western edge of the site is bound by the Hayling Billy Coastal Path and associated avenue planting. A drainage ditch runs along the southern edge of the site and bisects the site in a north-south direction toward the centre. Clusters of trees (some with TPOs) follow the course of the drainage ditch providing a well-established boundary treatment that offers a good level of natural screening.

2. CREATE A SOFT EDGE AND A CENTRAL GREEN



A landscape buffer is proposed along the southern and western boundaries, as well as a central green space, in order to protect and enhance the existing landscape features and provide an attractive setting for new homes.

Scattered tree planting is proposed along the northern boundary to provide partial screening between new and existing properties, as well as benefiting flora, fauna and on-site biodiversity.

The existing drainage ditches can be utilised to create sustainable urban drainage system (SuDS) features as a placemaking setting for new homes, with a SuDS attenuation pond proposed within the new central green space, alongside the existing drainage ditch.

3. POSITION NEW HOMES TO RESPECT EXISTING RESIDENTIAL DEVELOPMENT



In accordance with the Borough Design Guide, back to back distances of 20m and garden lengths of 10m will be sought throughout, as a minimum. Proposed dwellings will be positioned to avoid overlooking, and retain privacy of existing homes.

4. ORIENTATE BUILDINGS TO POSITIVELY ADDRESS PUBLIC SPACES



Position new dwellings to positively address public spaces and the wider landscape, creating an attractive urban edge which offers natural surveillance. The proposed layout will seamlessly knit into the existing urban form, complete existing blocks and generate perimeter blocks to create a safe and well defined public realm.

5. ESTABLISH AN ACCESS JUNCTION AND PEDESTRIAN FRIENDLY STREETS



A proposed movement network of pedestrian and cycle friendly streets encourages sustainable and healthy forms of travel.

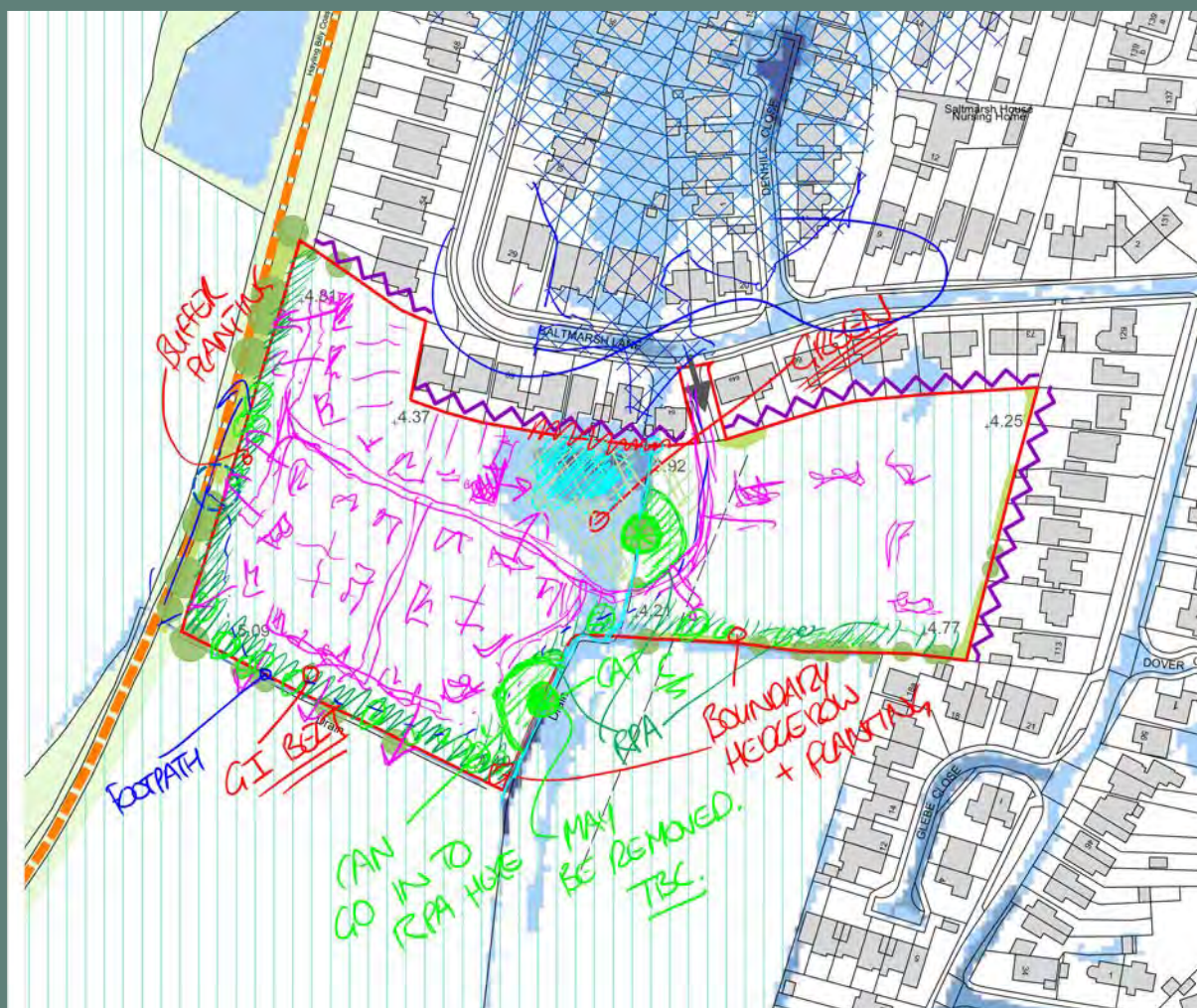
6. CONNECT TO THE HAYLING BILLY COASTAL PATH



The site is positioned directly adjacent to the Hayling Billy Coastal Path, providing an opportunity to improve connections between the path and existing residential development via a dedicated pedestrian and cycle route.

06 Evolution

As with comprehensive design development, the masterplan underwent a series of revisions through the design process. Some of the key iterations developed and evolved are shown here.



Early April 2021

A workshop was held with the project team to examine the site opportunities and constraints. The development principles for the site began to emerge as part of this exercise.



Late April 2021

Following on from the workshop, an indicative layout was sketched out, drawing on the established development principles.



July 2021

A policy compliant illustrative masterplan was produced following further technical and environmental work and submitted to the council as part of a Pre-Application Design Statement.

07 Illustrative masterplan

The Land South of Saltmarsh Lane provides an opportunity to create a new, high-quality neighbourhood of up to 60 homes.



Opportunity to connect to Hayling Billy Coastal path to promote sustainable modes of transport.



Parking Standards
Car parking will be set out in accordance with the highway authority's standards.

- 1 Proposed vehicular access
- 2 Proposed vegetation
- 3 Sustainable drainage system infiltration pond
- 4 Existing tree planting
- 5 Proposed play area



Public open space

Approximately 25% of the site will be public open space for all to enjoy.



Enhanced biodiversity

Scrub and scattered trees at the boundaries are retained within a buffer zone and an attenuation feature is provided.



Affordable homes

30% will be affordable.



Unit type	Private	Affordable	Total	%	Range of unit size
2b flat	4	4	8	13%	60 - 70sqm
2b house	8	6	14	23%	75 - 100sqm
3b house	22	8	30	50%	95 - 115sqm
4b house	8	0	8	13%	95 - 120 sqm
Total	42	18	60	100%	



Scale/heights

Majority of houses with some apartments set within 2- 2.5 storey development blocks.



Artist's impression of the proposed development looking north toward the site



LAND USE

The net residential developable area (NDA) forms 1.89 hectares of the 2.51 hectare site.

0.62 hectares of the site consists of 'green space' and includes existing tree planting, proposed tree planting, landscape buffers and space for SuDS features.

A new access road off Saltmarsh Lane has been provided and will be the sole vehicular access into the development.

DENSITY

The development incorporates 1.89 hectares NDA and equates to up to 60 homes at 32 dwellings per hectare.

BUILDING HEIGHTS

Building heights are primarily 2 storey, with 2.5 storey used at key locations.

ACCESS & MOVEMENT

The proposal will be served via a new proposed access to the site. The access onto Saltmarsh Lane will serve the residential development and will be two-way. The design will be in accordance with the design principles of Manual for Streets and any specific requirement of the highway authority.



Parameters plan. NTS.

— Site boundary (2.51ha)

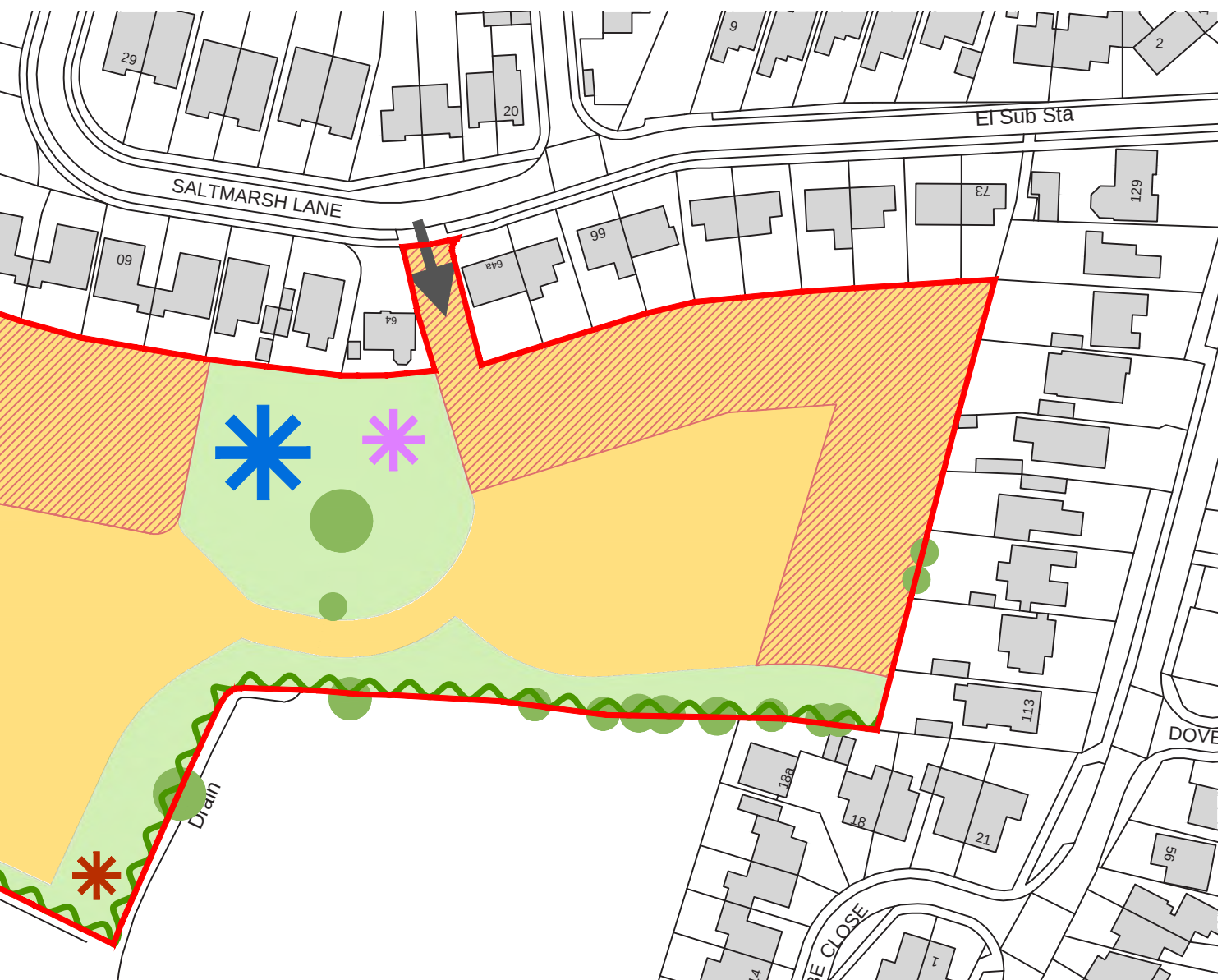
← Access

← Pedestrian/cycle access

Net Developable Area: includes access road, private garden space, car parking areas and incidental open space (1.89ha)

Residential NDA up to 2 storey

Residential NDA up to 2.5 storey



Green Space: including informal open space, existing/proposed tree planting, non strategic road, play area, pumping station and SuDS features (0.62ha)

-  Public open space, general amenity green space and landscape buffer
-  Existing planting canopy to be retained
-  Reinforcement planting

-  Indicative location of attenuation basin
-  Indicative location of play area
-  Indicative location of pumping station

09 Landscape

LANDSCAPE STRATEGY

The landscape strategy has been developed during an iterative process and has been informed by several technical disciplines to ensure that development sits well within the space it occupies and sensitively within the landscape framework it inhabits. The scheme has been heavily led by landscape, ecology and arboriculture to limit the impact upon these disciplines and enhance the key natural features that are present within and surrounding the site in a united Green Infrastructure (GI) strategy.

Large areas of linear Public Open Space (POS) are combined with flood mitigation and ecologically enhanced spaces, which results in a Biodiversity Net Gain on the site. These spaces will introduce a multitude of landscape typologies including wildflower grassland; amenity grassland; vegetated attenuation features; native scrub habitat and native hedgerow.

The scheme will also introduce open space trees and street / rear garden trees that will provide valuable habitat for many species; intercept rainfall and promote higher soil infiltration rates to improve the capability of flooding; as well as capturing carbon and providing shade to assist the fight against climate change.

The development area introduces a cohesive GI network that provides pedestrian and ecological connectivity around the perimeter and

through the central core of the site including an attenuation basin. Meandering, informal paths will be introduced as part of this network for local residents to use which leads to the wider footpath network, including the Hayling Billy Coastal Path to the west.

Key focal points and meeting spaces are present throughout the site to promote outdoor recreation, legibility and walkability through the scheme and wider landscape. This provides health, social and sustainability benefits for the local community.

A primary attenuation basin forms a key element of the drainage strategy which offers topographical and landscape interest at the core of the development. The man-made ditches that bound the site are a key local characteristic that will be retained through development proposals with the opportunity for enhancing them more vegetation and variation along the banks.

In terms of the street-scene, ample space has been given for street trees on the main spine road to establish into mature features and soften the effects of the built form. These provide year-round amenity interest as well as climate and biodiversity benefits. Tree-lined streets are a key feature of the development in accordance with the new NPPF and the National Model Design Guide, ensuring that no hard development edge arise.



10 Climate Change

CLIMATE CHANGE ADAPTATION

Land North of the Oysters has been designed to respond positively to national and local plan policy incorporating measures to deliver social and economic sustainability benefits, while also protecting and enhancing the environment where possible. This includes the consideration of measures to mitigate and adapt to the effects of climate change. This will be explored further in more detail at reserved matters stage.

Our proposals

We take our sustainability responsibilities seriously and therefore put this at the forefront of our proposals. A variety of measures can be taken to address sustainability.

Firstly, we have embedded holistic **Social and Economic** site wide strategies that embrace sustainable lifestyles such as walking, cycling, greening the public realm into our proposals.

Secondly, our design includes site wide **Environmental Protection and Enhancement** solutions to mitigate the effects of climate change – such as sustainable urban drainage systems, planting and habitat creation.

Thirdly, our approach to sustainable energy production, **Mitigating and Adapting to Climate Change** is reflected in individual plots and homes through energy reduction technologies.

Energy and Carbon Management

The energy strategy for the proposals will follow the energy hierarchy; that is to reduce energy demands, provide energy efficiently and incorporate renewable and low carbon technologies.

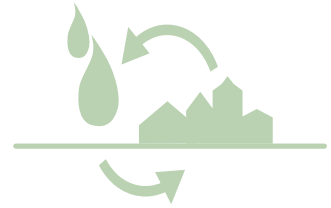
Energy demand reduction measures currently available that could be incorporated subject to further design, technical and cost implications include:

- Passive solar design measures that optimise heat losses and gains and maximise natural light penetration.
- Natural ventilation and solar shading which helps prevent overheating and reduces cooling demand.
- New and emerging technology, including heat recovery from waste heat, and façade design as well as using insulation, heat recovery and low energy systems.
- Winter gardens can be used to provide thermal buffering and, allow daylight penetration and allow the use of natural ventilation strategies.
- Construction details to be carefully considered to ensure thermal bridging and air permeability is minimised.
- New electric vehicle charging ports across the scheme.

Water Resources and Flood Risk

The proposals would protect the quality and quantity of water resources and minimise water consumption. This could be achieved by:

- Developing a sustainable water strategy for the site which includes both rainwater and greywater recycling.
- Residential dwellings to include water saving devices.



- Introduction of Sustainable Urban Drainage Systems.

The most appropriate way to manage surface water runoff is through the use of Sustainable Drainage Systems (SuDS) which aim to mimic the drainage of greenfield sites by:

- Reducing the quantity of runoff from the site (source control techniques).
- Slowing the velocity of runoff to allow settlement, filtering and infiltration (permeable conveyance), and
- Providing passive treatment to collect surface water before discharge into land or to a watercourse (end of pipe system).

Materials and Resources

Ensure the materials used on Site are of a sustainable nature and aim to minimise resource use. The selection of materials and components would also consider performance over their design life and their environmental impact, with reference to the BRE's Green Guide to specification. For example, timber products could be obtained from sustainable sources (FSC or equivalent accredited sources). The use of locally and ethically sourced materials would be investigated and used where possible. We would explore earthworks on the Site and aim for a cut and fill balance. All materials excavated will be reused on-site or locally where possible.

Climate Change Adaptation

The proposals will be designed to adapt to future climate change including hotter drier summers, wetter warmer winters as well as more extreme cycles of flooding and drought.

The masterplan design shall have consideration to the following:

- Orientation of buildings and streets to reduce excessive solar gain and catch breezes.
- The use of green infrastructure, greenspace and bluespace, developed as part of a masterplan and landscape framework, to minimise the urban heat island effect, provide shading and places of refuge and promote evaporative cooling.
- The use of shading to reduce excessive solar gain (e.g. through narrow streets, canopies of street trees, façade design and advanced glazing systems). Efforts to maximise shade in summer will need to take account of the need for light and warmth in winter.
- Passive ventilation through orientation and morphology of buildings and streets. Efforts to catch breezes and increase canyon ventilation paths must also consider the need for winter warmth.
- Consideration in building design to prevent overheating and promote night-time cooling, for example when selecting ventilation and cooling strategies.
- Flood risk management measures and drainage strategies shall take into account increased rainfall events and flooding as a result of climate change.
- Designing drainage systems and water consumption for buildings and landscape with consideration to increased drought conditions and water restrictions.
- Designing buildings for higher wind speeds and driving rain with resilient structures and façades.

11 Secured by Design

Designing in crime prevention from the outset is key to creating a new socially sustainable development at Land South of Saltmarsh Lane, Hayling Island.

Secured by Design achieves a reduction of crime risk by combining minimum standards of physical security and well-tested principles of natural surveillance and defensible space. The design of the Land South of Saltmarsh Lane has incorporated the key elements of safe and sustainable design appropriate to the outline planning application stage to create a successful community where people will enjoy living and visiting. Reference has been made to Secured by Design, Homes 2019 and its principles have been integrated into the project masterplanning and urban design approach.



DESIGN CONSIDERATION OF SECURED BY DESIGN PRINCIPLES

Layout of vehicular/pedestrian routes

The development has been designed to provide visually open, direct and well used vehicular and pedestrian routes. Features will be designed to identify routes through the development and clearly define areas of public and private space. This will be further explored during the preparation of design codes and reserved matters applications.

Communal areas

Communal areas will be designed throughout the development to allow natural surveillance from nearby dwellings and with safe and accessible routes to come and go. Public and private space will be clearly defined. Public spaces and SuDS will be overlooked to ensure safety and create a vibrant setting for homes. This is explored in the illustrative masterplan and artworks.

Dwelling boundaries

The proposals are made with public and private areas clearly identified. To the front of homes, walls, fences and hedges will be kept low to ensure an open view to housing. This will be further developed through design coding and reserved matters planning applications.

Layout and orientation of dwellings

The proposal provides 'active frontages' of overlooked streets. The development has been arranged to provide activity and natural surveillance and will avoid, where possible, the creation of blank walls adjacent to public spaces. This is explored in the illustrative masterplan and artworks.

Rear access paths

Back gardens will be secure and public access to the rear of properties is generally avoided. However, this will be further developed through design coding and reserved matters planning applications.

Climbing aids

Boundaries will be designed so as not to provide climbing aids to gain access into the property. It is not possible to explore this level of detail given the outline nature of the planning application and supporting material. However, this will be further developed through design coding and reserved matters planning applications.

Parking

The development has been designed to provide for vehicle parking in either garages or hard standing areas within the dwelling boundary. If communal parking areas are needed, these will be in small groups near homes with natural surveillance or in secured parking courts. This is explored in the illustrative masterplan and artworks and will be further developed through design coding and reserved matters planning applications.

Adequate space for cycle parking will be designed in accordance with the advice given by Secured by Design.

Landscape planting

The proposals include planting to create attractive and safe new environments without impeding natural surveillance. A detailed design for landscape will be developed through design coding and reserved matters planning applications.

Lighting

Street lighting will be designed according to Secured by Design principles. Where possible, environmentally friendly light source will be used. The development will provide lighting of external doors, car parking and garage areas. The detailed design for lighting will be further developed through design coding and reserved matters planning applications.

Dwelling entrances

The development has been designed with front doors that are visible from the public realm and promote natural surveillance. The detailed design for dwelling entrances will be further developed through design coding and reserved matters planning applications and will seek to locate communal entrance doors centrally and that they are visible from the public realm.

Windows

It is not possible to explore issues associated with windows given the outline nature of the planning application and supporting material. However, the general principles for windows will be further developed through design coding and reserved matters planning applications having regard to Secured by Design principles. We acknowledge that proposals should ensure that ground floor, basement and easily accessible windows are secured.

12 Conclusion

The purpose of this DAS is to set out the development principles for the site and support the application for Outline Planning Permission. The masterplan in this DAS has been developed with reference to and in accordance with current design policy and guidance.

The site area is approximately 2.51 hectares and is able to accommodate a range of new dwellings, along with informal open space, retained trees and hedgerows, surface water drainage (SuDS) and footpath links.

The final scheme has evolved as a result of design development and stakeholder consultation.

The development seeks to promote character and quality in its urban design approach. The masterplan has been developed in response to the clear constraints and opportunities on the site as well as a review of the local context. The design of the masterplan has focused on creating a development that clearly responds to local character.

The scheme responds to the landscape character of the site and surroundings; it is well screened by the existing retained hedgerows and tree planting that creates a defensible boundary to the development.

The proposed new development at Land South of Saltmarsh Lane presents the opportunity to provide a high quality development of much needed homes. This will create an attractive and long-lasting place to live for years to come.

The scheme will also deliver a number of wider benefits for the future and existing local community which will include:

- the provision of high quality new homes of varying sizes and types, including 30% affordable, thus increasing opportunities for home ownership
- the provision of improved pedestrian and cycle links utilising the Hayling Billy path adjacent to the site
- a high quality, landscape-led proposal that will benefit existing and future residents
- sustainable drainage solutions to manage surface water run-off including an attenuation basin
- a high quality environment that will incorporate biodiversity net gain improvements
- provision of a high standard of design and construction enabling an enhanced residential amenity
- boosting the supply of housing to meet an identified need within Havant Borough Council
- delivery of new employment opportunities from the proposed housing development including full time jobs and supply chain jobs during the construction period



Artist's impression of the proposed development looking north toward the site

